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## P R E F A C E.

### Dublin and Drogheda railway

"

THE following pages, devoted to a description of the interesting country through which the Dublin and Drogheda Railway passes, will, it is to be hoped, prove an instructive and entertaining companion to travellers on the line.

The country it traverses is peculiarly rich in the remains of antiquity, and in historical associations of great interest—

" Each mountain crag—and stream—and waving tree,  
Breathes forth some proud and glorious history."

Nor is the line less interesting in the diversified and picturesque character of its scenery ; the magnificent sea views it affords are, in beauty, variety and extent, such as no Railway in Great Britain can command.

The Railway itself is scarcely less an object of interest, as developing in its construction every improvement that has been made either in engineering science, or in mechanical skill ; combined with which, we must add—prudent and judicious management of the Company's funds.

403297

# DUBLIN AND DROGHEDA RAILWAY.

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DIRECTORS, MAY, 1844.

CHAIRMAN,

GEORGE ALEXANDER HAMILTON ESQ., M.P.

DEPUTY CHAIRMAN,

GEORGE HOYTE, ESQ.

MANAGING DIRECTOR,

PETER ECKERSLEY, ESQ.

COMMITTEE,

Lord Talbot de Malahide	Thomas Hutton, Esq.
James Hans Hamilton, Esq. M.P.	Richard Collins, Esq.
H. B. W. Darley, Esq.	David Scott, Esq.
Thomas Brodigan, Esq.	Samuel Horne, Esq.
Andrew S. Ball, Esq.	John Edward Taylor, Esq.
William Henry, Esq.	William Hill, Esq.
William Hedges, Esq.	Cornelius Randall, Esq.
Richard Wright, Esq.	Wm. Evans, Esq.
John Twemlow, Esq.	Charles J. S. Walker, Esq.
Thomas Mooney, Esq.	Wm. Langton, Esq.
Peter Purcell, Esq.	

ENGINEER,

SIR JOHN MACNEILL, LL.D. F.R.S. M.R.I.A.

SOLICITOR,

RICHARD D. KANE, ESQ.

SECRETARY,

JOHN KIDD, ESQ.\*

\* WM. E. BOLTON, Esq. was connected with the Company as Secretary, from its formation, up to the close of 1839, and rendered valuable services during a very critical period of its existence. On the retirement of Mr. BOLTON, Mr. JOHN KIDD was appointed Secretary, to whose persevering exertions, in behalf of the undertaking, the Company are much indebted.

# DUBLIN AND DROGHEDA RAILWAY.

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This Railway opened for the conveyance of Passengers from Dublin to Drogheda and the Intermediate Stations, on Friday, the 24th May, 1844, when a limited number of Trains commenced to run daily until the arrangements of the Company are more fully completed, when the greatest extent of accommodation, which the wants of the public may require, will be provided.

The arrangements for the Carriage of Merchandise, Farming Produce, &c. &c. are being actively made, and early notice will be given of the time when the Directors can undertake this branch of Traffic.

The Trains start at the following hours, for the present, from both Dublin and Drogheda :

Six, Eight, and Eleven, A.M. Two, Five, Six, a quarter to Seven, Eight,  
Ten, and half-past Ten, P.M.

Stopping at the following Intermediate Stations on the Line :

CLONTARF,	MALAHIDE.	SKERRIES,
RAHENY,	DONABATE,	BALBRIGGAN,
BALDOYLE,	RUSH AND LUSK,	LAYTOWN & BETTYSTOWN.

 THE FARES ARE ANNEXED.

Further information may be obtained at the Company's Booking Office, at the Terminus, either in Dublin or Drogheda, at any of the Stations along the line, or in the Second Edition of this Work, which shall contain every necessary information that the Public may require.

T A B L E . O F F A R E S .

STATIONS.		Class Carriages.		CLONTARF.		RAHENY.		BALDOYLE,		MALAHIDE.		DONABATE.	
		DUBLIN.		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
DUBLIN,	1			0	4	0	6	0	6	1	0	1	6
	2		❖	0	3	0	4	0	6	0	8	1	0
	3			0	2	0	3	0	4	0	6	0	7
CLONTARF,	1	0	4			0	4	0	6	1	0	1	4
	2	0	3			0	3	0	4	0	8	1	0
	3	0	2			0	2	0	3	0	5	0	6
RAHENY,	I	0	6	0	4			0	4	0	9	1	0
	2	0	4	0	3			0	3	0	6	0	9
	3	0	3	0	2			0	2	0	4	0	6
BALDOYLE,	1	0	8	0	6	0	4			0	6	0	10
	2	0	6	0	4	0	3			0	4	0	8
	3	0	4	0	3	0	2			0	3	0	4
MALAHIDE,	1	1	0	1	0	0	9	0	6			0	4
	2	0	8	0	8	0	6	0	4			0	3
	3	0	6	0	5	0	4	0	3			0	2
DONABATE,	1	1	6	1	4	1	0	0	10	0	4		
	2	1	0	1	0	0	9	0	8	0	3		
	3	0	7	0	6	0	6	0	4	0	2		
RUSH AND LUSK	1	1	9	1	8	1	6	1	3	0	9	0	4
	2	1	0	1	0	0	10	0	9	0	6	0	3
	3	0	8	0	8	0	6	0	6	0	4	0	2
SKERRIES.	1	2	6	2	4	2	0	1	9	1	3	0	10
	2	1	4	1	6	1	4	1	2	0	10	0	6
	3	0	10	0	9	0	9	0	8	0	6	0	4
BALBRIGGAN.	1	3	0	2	8	2	6	2	6	1	9	1	6
	3	1	8	1	8	1	8	1	8	1	3	1	0
	3	1	0	1	0	0	10	10		0	8	0	6
LAYTOWN.	1	3	6	3	3	3	0	3	0	2	6	2	0
	2	2	3	2	2	2	0	2	0	1	9	1	6
	3	1	3	1	2	1	0	1	0	0	10	0	10
BETTYSTOWN.	1	3	9	3	6	3	0	3	0	2	8	2	6
	2	2	3	2	3	2	0	2	0	1	9	1	8
	3	1	4	1	3	1	0	1	0	1	0	0	10
DROGHEDA.	1	4	0	3	9	3	6	3	6	3	0	2	8
	2	2	6	2	4	2	4	2	4	2	0	2	0
	3	1	6	1	4	1	4	1	4	1	0	1	0

TABLE OF FARES.

STATIONS.		Class Carriages.		RUSH AND LUSK		SKERRIES.		BALBRIGGAN.		LAYTOWN.		BETTYSTOWN.		DROGHEDA.	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
DUBLIN,	1	1	9	2	6	3	0	3	6	3	9	4	0	2	6
	2	1	0	1	4	1	8	2	3	2	3	2	3	1	6
	3	0	8	0	10	1	0	1	3	1	4	1	4	1	4
CLONTARF,	1	1	8	2	4	2	8	3	3	3	6	3	9	2	4
	2	1	0	1	6	1	8	2	2	2	3	2	3	1	4
	3	0	8	0	9	1	0	1	2	1	3	1	3	1	4
RAHENY,	1	1	6	2	0	2	6	3	0	3	0	3	0	3	6
	2	0	10	1	4	1	8	2	0	2	0	2	0	2	4
	3	0	6	0	9	0	10	1	0	1	0	1	0	1	4
BALDOYLE,	1	1	3	1	9	2	6	3	0	3	0	3	0	3	6
	2	0	9	1	2	1	8	2	0	2	0	2	0	2	4
	3	0	6	0	8	0	10	1	0	1	0	1	0	1	4
MALAHIDE.	1	0	9	1	3	1	9	2	6	2	8	3	0	3	0
	2	0	6	0	10	1	3	1	9	1	9	1	9	2	0
	3	0	4	0	6	0	8	0	10	1	0	1	0	1	0
DONABATE.	1	0	4	0	10	1	6	2	0	2	6	2	6	2	8
	2	0	3	0	6	1	0	1	6	1	8	1	8	2	0
	3	0	2	0	4	0	6	0	10	0	10	0	10	1	0
RUSH AND LUSK	1			0	6	1	0	1	9	2	0	2	4	2	4
	2			0	4	0	9	1	3	1	4	1	6	1	6
	3			0	3	0	5	0	8	0	9	0	10	0	10
SKERRIES,	1	0	6			0	6	1	3	1	6	2	0	2	0
	2	0	4			0	4	0	10	1	0	1	4	1	4
	3	0	3			0	2	0	6	0	6	0	8	0	8
BALBRIGGAN,	1	1	0	0	6			0	9	1	0	1	6	1	6
	2	0	9	0	4			0	6	0	8	0	8	1	0
	3	0	5.	0	2			0	4	0	4	0	6	0	6
LAYTOWN.	1	1	9	1	3	0	9			0	4	0	4	0	8
	2	1	3	0	10	0	6	0		0	3	0	3	0	6
	3	0	8	0	6	0	4			0	2	0	2	0	3
BETTYSTOWN,	1	2	0	1	6	1	0	0		0	4	0	6	0	6
	2	1	4	1	0	0	8	0		0	3	0	4	0	4
	3	0	9	0	6	0	4	0		0	2	0	2	0	2
DROGHEDA,	1	2	4	2	0	1	6	1		0	8	0	6		
	2	1	6	1	4	1	0	0		0	6	0	4	0	4
	3		10	0	8	0	6	0		0	3	0	2		

LIST OF COACHES, CARAVANS, AND CARS,

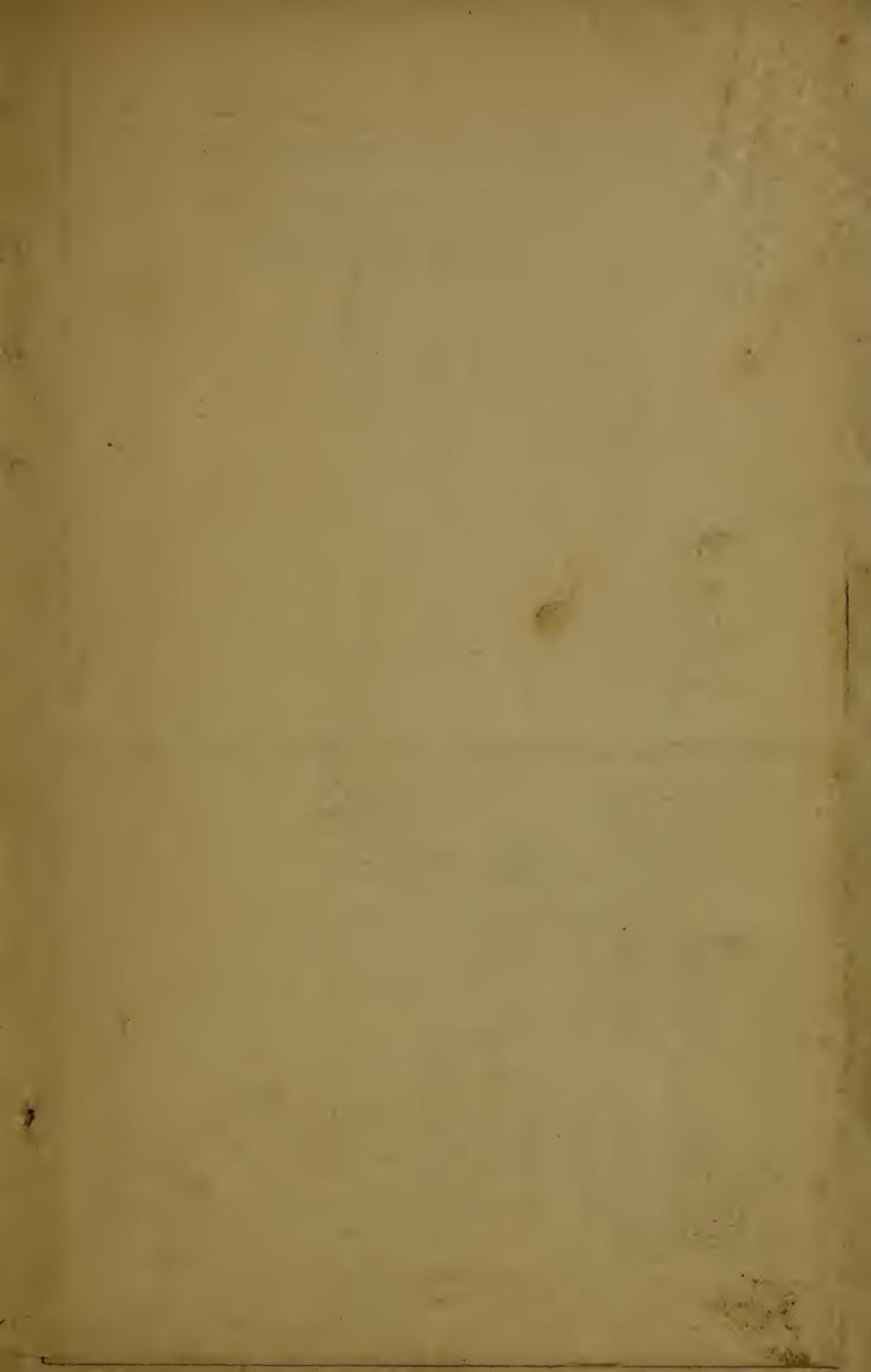
RUNNING IN CONJUNCTION WITH FOLLOWING TRAINS FROM DUBLIN.

DESCRIPTION OF VEHICLE.	DOWN TRAIN.	HOUR OF DEPARTURE FROM DROGHEDA.	DESTINATION.
AN OMNIBUS	6 o'clock, A.M.	8 o'clock, A.M.	PORTRADOWN.
A COACH. (Fair Trader.)	8 o'clock, A.M.	10 o'clock, A.M.	BELFAST, via Portadown.
A COACH.	,	,	ARMAGH.
A COACH, (Tuesday, Thursday, and Saturday.)	,	,	OMAGH.
A LONG CAR,	,	,	NEWRY.
A LONG CAR,	11 o'clock, A.M.	,	NEWRY.
A COACH. (Lark.)	2 o'clock, P.M.	1 o'clock, P.M.	NEWRY.
TWO LONG CARS,	,	4 o'clock, P.M.	CARRICKMACROSS.
A LONG CAR,	5 o'clock, P.M.	,	DUNDALK,
A COACH,	,	7 o'clock, P.M.	NAVAN.
A SHORT CAR,	,	,	SLANE.

\*\* At present there is no conveyance to Clones.

Cars ply to Swords Blakecross, Rush, Ballough, The Naul, Gormanstown, Stamullen, &c. and at the various Stations along the Line, at very moderate charges.

The 8 o'clock, A.M. Down Train does not stop at Clontarf, Baldyole, Donabate or Laytown.





A BRIEF  
HISTORICAL SKETCH  
OF THE  
DUBLIN AND DROGHEDA RAILWAY.

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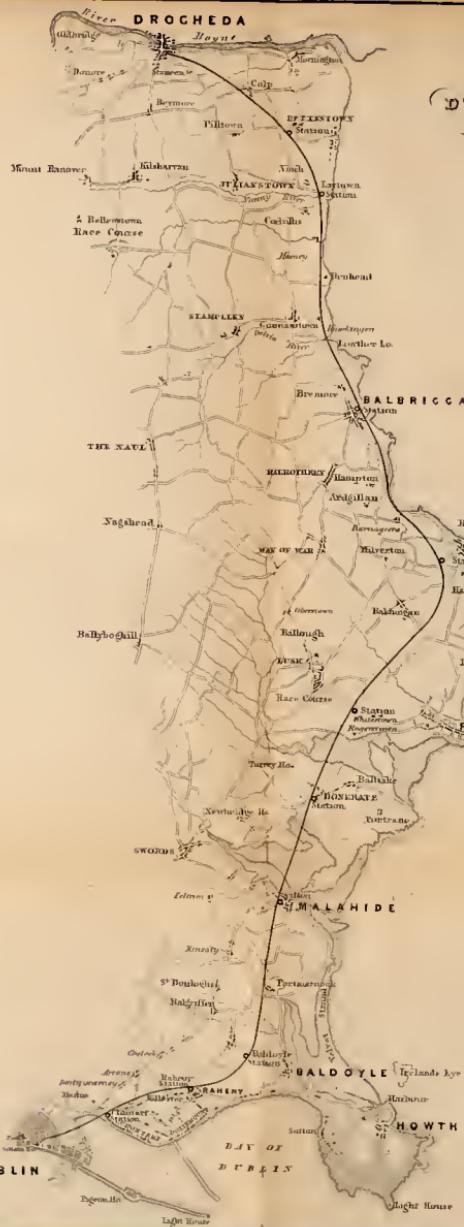
In October 1835, a meeting of Gentlemen interested in the formation of a railway between Dublin and Drogheda, was convened in Dublin, to take into consideration the best mode of carrying this object into effect.

The subject was brought before the meeting by THOMAS BRODIGAN, Esq. of Pilton House, near Drogheda, who was the first to direct public attention to the subject.

This meeting was most respectably and influentially attended by Gentlemen connected with the interior as well as the coast district, a difference of opinion having existed as to which line was best suited to meet public support.

After considerable discussion, it was proposed by GEORGE ALEXANDER HAMILTON, Esq. M.P. one of those interested in the coast line, that a railway from Dublin to Drogheda being an object of great importance to Ireland, an engineer should be appointed, unconnected with either party, with instructions to survey and report upon the best line, without reference to the interests of the interior or coast districts. A provisional Committee was then appointed and Mr. WILLIAM CUBITT was selected as the engineer to examine the country, and report as to the best line to be adopted.

In a short time Mr. CUBITT submitted to the Provisional Committee a very full and able report, in which he gave it as his



DUBLIN AND DROGEDA  
 — (( LINE OF )) —  
 ( RAILWAY )

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In a short time Mr. CUBITT submitted to the Provisional Committee a very full and able report, in which he gave it as his

deliberate opinion, that the Coast line had a decided superiority over the Inland line.

This report did not give general satisfaction, and a meeting of landed proprietors of the county of Meath was convened at Navan for the purpose of opposing the Coast line.

An earnest endeavour was made by the provisional committee to conciliate this opposition, but without effect.

The Prospectus of the Dublin and Drogheda Company having been issued, capital £600,000, in shares of £100 each, £2 10s. deposit—the share list rapidly filled, and in the session of 1836, the Directors went before Parliament to procure an Act of Incorporation, and the supporters of the Inland line prepared to give them every opposition in their power.

On the 2nd May, 1836, the parliamentary committee commenced its sittings, which were continued till the 30th of June, owing to the pertinacity with which the supporters of the Inland line adhered to their vexatious opposition.

The parliamentary committee, however, reported in favour of the Coast line, principally on the evidence of such eminent engineers as Mr. CUBITT, Mr. GEORGE STEPHENSON, SIR JOHN MACNEILL, Mr. VIGNOLLES, and Mr. GRIFFITH, all of whom gave a decided preference to the Coast line.

The bill was then carried triumphantly through the House of Commons, but at so late a period of the session that fears were entertained as to the practicability of carrying it through the Lords, should the opposition on the part of the Inland line be persisted in.

A new company also appeared at this stage, as petitioners against the bill, under the name of the " Dublin and Armagh Railroad Company," but the opposition thus offered did not avail much.

To ensure the success of the bill in the Lords, a compromise was effected with those who represented the Inland line—the

Directors of the Dublin and Drogheda Company undertaking to pay all the costs incurred, should the opposition be withdrawn.—An agreement to this effect was concluded, but, on the part of those representing the Inland line, was not honorably adhered to—however, the bill passed the Lords, and received the Royal assent in August, 1836.

The protracted and expensive parliamentary litigation to which the Dublin and Drogheda Company was thus subjected, involved an expenditure of nearly £30,000.

The year 1836 was remarkable in Ireland for the number of railway projects that started into existence. More than twenty Companies issued Prospectuses, and speculation was carried on in many instances to a most injurious extent. Capital was abundant, and was most unthinkingly devoted to the temporary sustentation of numerous bubble companies, but the re-action speedily came—the hopes of a too credulous public were dashed to the ground, and of all the companies then projected, only two survived the re-action—namely, the Dublin and Drogheda, and the Ulster Railway Companies.

Banking speculations were, at the same period, equally in the ascendant and hundreds of thousands of pounds were fruitlessly squandered.

The stagnation of enterprise naturally resulting from such wild speculation had a most injurious effect on public undertakings of the most approved, practical, and remunerative character. The public were frightened, and could not discriminate between enterprise, on a sound and rational basis, and the wild and visionary speculations which brought ruin on many families, and involved all, more or less in pecuniary loss, who had anything to do with them—except, indeed, the designing plotters with whom they originated.

The Dublin and Drogheda Company was doomed to feel the evil effects of the re-action consequent on this speculation mania. In 1837 they had to go again before Parliament to procure an

amended Act, in consequence of the opposition they had previously received. Meantime nothing was done towards the construction of the line.

Indeed, such was the lukewarmness evinced at this time by many of the shareholders in the Company, that it was doubtful whether the enterprise would succeed or not.

The amended bill passed both Houses of Parliament, and towards the close of 1837, it was discovered that by a slight deviation from the original line, a great saving could be made in its construction, and this deviation was, consequently, adopted.

It may be here stated that, subsequently, owing to the considerate kindness and liberality of the Hon. and Rev. Mr. TAYLOR, of Ardgillan Castle, in permitting the Company to run the line through his demesne, a considerable additional saving was effected, so that the capital of the Company was thus reduced from £600,000, in 6000, Shares of £100 each, to £450,000 in 6000 Shares of £75 each.

Early in 1838, the Directors, having so far overcome the difficulties with which they had to contend, found themselves in a position to commence operations on the line. Accordingly the contracts for two lots having been advertised—on the 18th of June, 1838, the tenders were opened, when the contracts for Lots No. 2 and 3, extending from the Royal Canal to Portmarnock, were let to Mr. WILLIAM ROBERT WEEKS, the former for £38,830, and the latter for £11,000—the distance being about six and a-half miles. Mr. WEEKS immediately after commenced work at Kilbarrack, in the Parish of Coolock, County of Dublin, about five miles from the city.

The publication of the Railway Commissioners' Report now cast another shade over the prospects of this Company. The commissioners were appointed by Government on the 20th of October, 1836, to report generally on a comprehensive system of Railways for Ireland, and in reference to the best line to commu-

nicate between Dublin and the North, they reported that it should be inland, through Navan to Armagh.

This caused considerable apprehension to the Dublin and Drogheda Company least Government should undertake the construction of the rival line recommended by the commissioners.—For more than a year all was doubt and uncertainty on this subject—the prospects of the Company were clouded—the works delayed—public confidence was chilled—and the completion of the line thrown back at least a couple of years.

At last, in 1839, it became evident that the Government was not in a sufficiently prosperous financial condition to carry out the recommendations of the Railway Commissioners, even if inclined; the panic, therefore, which effected so injuriously the interests of the Company, subsided, and the Manchester shareholders having informed themselves, by sending over P. ECKERSLEY, Esq. one of their own Directors, to examine personally into the affairs and prospects of the Company, determined to carry the undertaking on, and in this they were cordially supported by the Irish Proprietary.

Towards the close of 1839, Sir JOHN MACNEILL, LL.D., was unanimously appointed by the Directors principal engineer of the Company, and at the half-yearly meeting in February, 1840, his appointment was unanimously ratified by the Proprietary. Since then, Sir JOHN MACNEILL has devoted all the energies of his powerful and scientific mind to advance the interests of this Company, and has succeeded, to the praise and admiration of all who have inspected the line, in having the work executed in the most perfect and permanent manner.

In February, 1840, the Company were again obliged to make application to Parliament for an amended bill, principally in consequence of the time for taking land under the compulsory powers of their former acts having expired.

Much opposition was again offered on this occasion, but ultimately without effect. The bill was referred to a Committee of

the House of Commons, of which DANIEL O'CONNELL, Esq. M.P., was chairman. The report was favourable, and shortly after the bill was read a third time and passed. Its progress through the Lords was also opposed, but the opposition was successfully resisted.

It is only justice to state, that on this occasion, as well as on the passing of the first bill, Mr. O'CONNELL's services were invaluable to the Company.

From this period up to the Spring of 1844, the works were carried on with great zeal and activity—indeed, it may be said, that almost the entire line was constructed within this period, as all that had been previously done was little more than preliminary to its efficient commencement.

### EXPERIMENTAL TRIPS.

On Monday, the 18th of March, 1844, the first experimental trip was made on this line, from Dublin to Drogheda, with the most complete success.

The bridge over the Royal Canal not having been completed, a temporary platform was erected on the north side of the Canal, from which place the train, consisting of seven carriages, with engine and tender, started. All along the line to Drogheda the train was welcomed with the most unbounded acclamation. The coast guards along the route were stationed in readiness to salute the train in passing, which they did enthusiastically. The train reached Drogheda in one hour and eighteen minutes, including stoppages, and returned to Dublin in one hour and fifteen minutes. Not the slightest accident occurred.

On Thursday, the 4th of April, a second trip was made, to the complete satisfaction of all present:

On Friday, the 12th of April, a third trip was made, when

his Excellency Earl DE GREY was present. The train stopped at all the points of interest along the line, and his Excellency minutely inspected the works. On arriving at Drogheda the company partook of a sumptuous *dejeuner* provided by the Directors.

His Excellency's health having been proposed by the chairman, (GEORGE ALEXANDER HAMILTON, Esq. M. P.,) in returning thanks, he expressed the great satisfaction he had derived from the trip, and the high admiration he felt for the excellent manner in which the line was constructed, and concluded by wishing "prosperity and success to so noble, interesting, and magnificent an undertaking."

On the return of the train to Dublin, the entire distance was completed in fifty-five minutes.

On Thursday, the 23rd May, another experimental trip was made by the Shareholders and their Friends. On the return of the train from Drogheda upwards of six hundred persons partook of a sumptuous entertainment at Raheny.

#### OPENING OF THE LINE

#### F O R P U B L I C T R A F F I C .

On the 24th of May, 1844, the line was opened in form for purposes of passenger traffic only, the entire works not being fully completed.

All the works will, however, be speedily finished, when this line will afford great attractions to the public, as it is the most beautiful and picturesque in scenery of any in Great Britain.

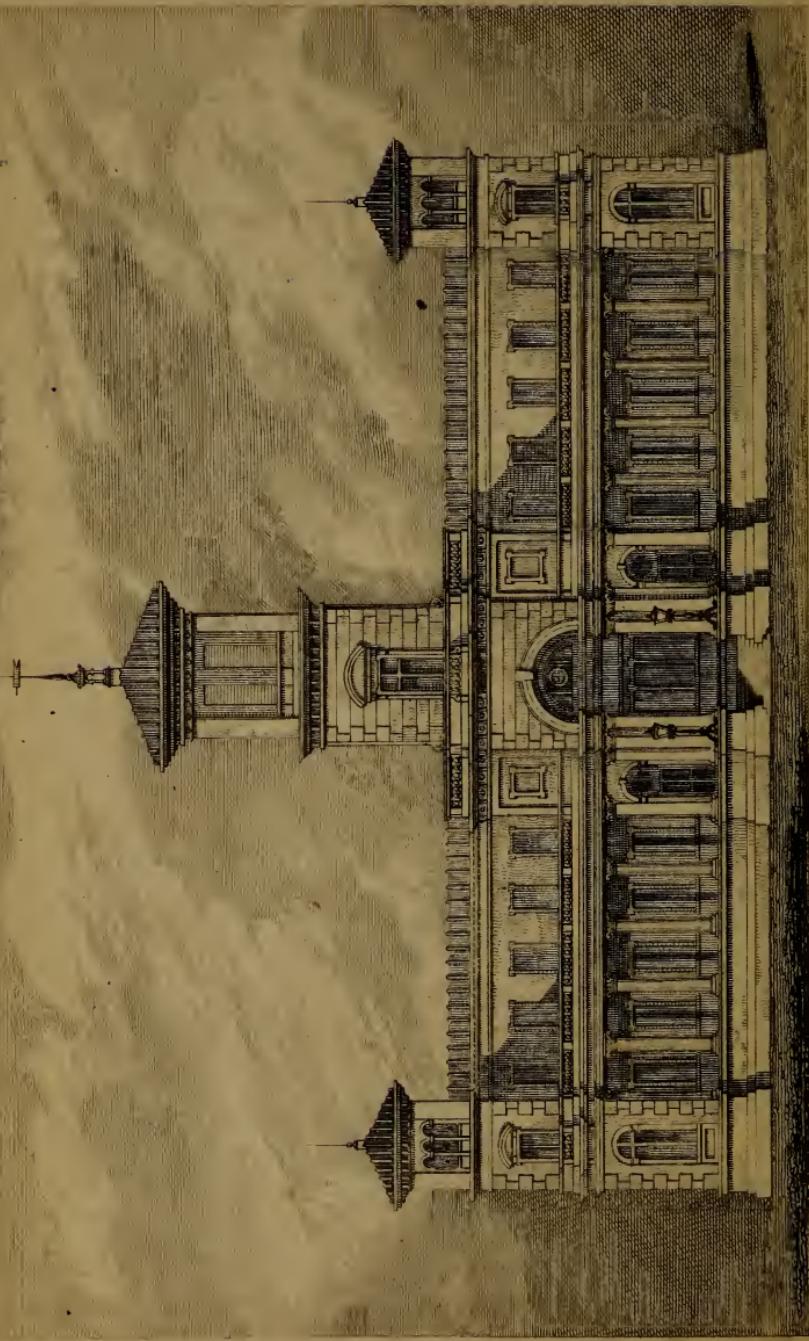
The entire line,  $31\frac{2}{3}$  English miles, has been completed in the most perfect and durable manner, for £14,000 per mile, inclusive of every charge, with the exception of Stations and Stock, which is about £20,000 per mile less than the average cost of the English railways.

Much praise is due to the Directors of the Company for their praiseworthy exertions on behalf of this undertaking, but particularly to the chairman, G. A. HAMILTON, Esq. M.P. for his spirited and persevering exertions in sustaining this Company through every difficulty.

It now remains to accompany the traveller on his journey from Dublin to Drogheda—to point out to him every object worthy of engaging his attention—to describe the various localities through which he has to pass—and supply such information generally, respecting the country, its trade, commerce, manufactures, statistics, historical associations, traditions, and antiquities, as cannot fail to prove at once instructive and interesting.



*Terminals of the Dublin and Dromeda Railway  
Talbot Street Dublin*



## THE DUBLIN TERMINUS

From a design by W. D. BUTLER, Esq., architect, is now in course of erection, the contract for building having been given to Messrs. WILLIAMS AND SON, of Talbot-street, in this City.—The first stone was laid on the 24th May, 1844, by his Excellency EARL DE GREY, with great pomp and ceremony, after which the line was opened for public traffic.

On this occasion the Engineer in Chief, Mr. MACNEIL, received the honor of Knighthood from his Excellency.

As the Terminus will form an imposing feature in the Railway, and add another to the many beautiful public buildings of our City, we give a description of it from the design.

The Terminus is admirably situated, on a portion of the Inner Custom-house Yard, and within a few minutes walk of the Post-office, the Bank of Ireland, the College, the Theatre Royal and the Quays.

The plan of the building is exceedingly beautiful, and reflects the highest credit on the skill and classic taste of the designer.

The architecture is purely Italian. The principal façade is to be finished with native granite, from the quarries of Golden Hill, in the County of Wicklow. Its entire length will be 140 feet, the height of the centre or great campanile 90 feet, and those terminating the building at the flanks, 56 feet each ; the height of the main building being 45 feet.

The entrance will be approached by a bold flight of steps, rising 5 feet above the level of the street, through a large centre archway to the *Loggia*, on the right and left of which are colonnades of the Corinthian order.

The Ticket Office occupies the centre of the principal story with separate entrances for the three different classes of carriages. From this there is an easy ascent by spacious staircases at both sides to the platform whence the Trains start, which is 22 feet above the level of the street. The remaining apartments in this story are appropriated to clerks' offices and parcel stores.

The second story, which is on a level with the platform, contains waiting rooms for ladies and gentlemen, a board room, apartments for the Managing Directors, and offices for clerks, the approach to which is by a staircase in the campanile terminating the south end of the colonnade.

Above the second story, in the great or centre campanile, are three stories containing rooms which may be appropriated as stores. The uppermost apartment, being open, is intended for an observatory surmounted by a signal staff, and will also contain a bell, to be used for signal purposes.

The smaller campaniles, at each end of the building, contain three stories respectively, and are set apart as private store rooms. The basement is devoted to rooms for Porters, &c.

Throughout the entire building elegance of design is combined with utility. Nothing has been omitted that will tend to the comfort and convenience of the public. It is in all respects worthy of being the principal station of such a great public work as this Railway, and forms a beautiful addition to the many splendid specimens of architectural skill and taste with which the city of Dublin abounds. The other principal stations along the line are designed to harmonize with the peculiar style of this building—a style which Mr. BUTLER has the merit of first introducing into this city. This building, when complete, will have cost about £7000.

This station commands a fine view towards Sackville-street, terminated by the Nelson Monument, which was erected in 1808, to the memory of England's greatest naval hero, at an expense of £6,856. The entire height of the column and statue is 134 feet 3 inches. The ascent is gained by 168 stone steps inside the

column, and is generally considered fatiguing, but the delightful and varied prospect of the city and bay of Dublin, and the surrounding country, obtained on a clear day, from so elevated a situation, will amply repay the trifling toil of the ascent.

### STARTING OF THE TRAIN.

On starting, the Railway is carried over Sheriff-street by a bridge of cast iron, supported by iron columns of the Doric order at an elevation of 18 feet from the level of the street.

This portion of the line is 58 feet wide, being sufficient to admit of four distinct lines.

About 350 yards from the Terminus the line crosses Seville-place, on an elliptic arch of 30 feet span, flanked on each side by two small arches of 11 feet span, for the convenience of foot passengers.

At this point the line is contracted from 58 feet to 30 feet in the clear, and so remains throughout. A handsome octagon tower on each side marks where this contraction takes place. Looking to the left the first object that commands attention is

### ALDBOROUGH HOUSE.

A noble building, erected in 1765, in the construction and embellishment of which £45,000 were expended by the then Earl of Aldborough.

The sight is ill adapted for so splendid and so costly a building. The front is entirely composed of Irish granite. After the passing of the act of Union the building was sold for less than one-third its original cost. It was then converted into a

school-house, by Professor VON FEINAGLE, under the title of the Feinaglian Institution. This establishment after flourishing about eighteen years, ceased to be prosperous, and was broken up. The house then remained untenanted for a few years and suffered serious delapidation. It was at length rented in 1843, by the Government at £600 per annum., and converted into an Infantry Barracks.

Passing on, the line continues at the same elevation till it crosses the

### ROYAL CANAL

over a bridge of noble dimensions, constructed on a principle hitherto untried in this country.

The combination of elegance and strength in this bold and magnificent work is one of its most interesting features. It appears to the observer, unacquainted with the principle it develops, so slight in its construction as to be totally unequal to sustain the vast weight imposed upon it.

The Canal Company required a large sum of money for permission to erect a bridge, with a pier resting in the centre of the canal, but as the amount demanded was out of all equitable proportion to the privilege sought, the negotiation was abandoned.

It was then that Sir JOHN MACNEILL resolved upon the construction of a bridge which, by one magnificent span of 140 feet, would entirely clear the canal without either offering any obstruction to its navigation, or interfering, in the slightest degree with its trackway.

The principle on which this bridge is constructed is not new—it is exceedingly simple—but the application of it on such an extended scale was never before attempted, even in America where it was first successfully applied in bridges of wood. The mechanism is most ingenious—the structure is sustained by a

succession of suspension cross bars of wrought iron, so laid nearly at right angles as to form perfect lattice work. These bars are riveted, the one to the other, and the whole structure rests upon abutments of the most solid masonry.

The effect of this simple, and yet exceedingly ingenious mechanism, is that when a weight passes upon any single bar, every other bar is made to sustain it—in other words the resistance comes equally from every part of the structure. The entire cost of this noble work was £6,000.

The Royal Canal Company was incorporated by charter in 1789, and was subsequently greatly favoured by the legislature.—Its extent is 92 miles, opening up a noble line of inland navigation between the Liffey and Tarmonbarry on the Shannon.

It is constructed on a large scale—the surface width being 42 feet, and its breadth at bottom 24 feet. It is well supplied with water, the ascent being 307 feet from spring tide water mark in the Liffey to the summit level. It is capable of receiving boats of 100 tons burthen.

The line taken by this Canal has proved exceedingly detrimental to its interests; for about nine miles from Dublin it is within a distance of a mile and a-half of the Grand Canal, which was commenced in 1755, incorporated in 1772, and opened in 1782. Had a more northerly direction been selected, not only would the traffic have been increased, but the cost of construction been reduced to a very considerable extent. The aqueduct over the Rye water, near Leixlip, nine miles from Dublin alone, cost £30,000. The original construction cost £776,213.

Crossing the Canal, the Railway is carried by a substantial embankment, nearly at the same elevation, over the

#### NORTH LOTS,

which formed, in olden time, a portion of the North Strand under the jurisdiction of the Abbots of St. Mary's.

Prior to 1610, no part of the Liffey, eastward of Essexbridge, was embanked. Where the Custom-house now stands, and over the entire of the North Lots, the tide then ebbed and flowed. Here it was that the Liffey, the Dodder, and the Tolka rivers commingled their streams, and thus helped, considerably, by their deposits to reclaim this district.

In 1711, the South Wall was commenced, which on that side confined the Liffey, and in 1716, the North Strand was surveyed and divided into lots, which were drawn for by the members of the Corporation, and hence have derived their name.—Those who obtained these lots conditioned to pay a rent of £10 for ten years, to hold afterwards at a nominal rent.

It was sought by this device to procure funds sufficient to defray the cost of erecting the North Wall, but the speculation failed. Application for pecuniary aid was then made to Parliament, and granted, and in 1728 the North Wall was constructed. Thus the extensive track to the right was partially reclaimed. Various attempts were subsequently made to improve this district, but were not very successful—a great portion of the ground being at present un-reclaimed and wholly unfit for building without being previously filled in, a process which has been in operation for several years.

A number of manufacturing establishments have been erected in this district, and on the right will be observed a very curiously constructed building, called Fort Crystal, which was erected for a glass manufactory, but is now in a very dilapidated state—little more than the bare walls remaining.

From the North Lots, the line enters on the Clontarf Eastuary by a bridge of two arches, of 40 feet span each. To the left, on the North Strand, the eye is attracted by a handsome granite bridge of three arches, the first stone of which was laid by Lord ANNESLEY, whose name it bears. It was erected in 1796, and cost about £6,000, which was supplied by Parliamentary grant.—It is through this bridge that the picturesque

## TOLKA RIVER.

discharges its waters. It rises near Dunboyne, in the County of Meath ; flows through Clonee, Mulhuddart, Finglass, Glasnevin, and Drumcondra.

The Tolka is a classic stream. It is suggestive of historic associations which give it a romantic celebrity. On its sloping and picturesque banks the gentle ADDISON mused, and the lively TICKEL sang. There PARNELL held sweet converse with nature and SWIFT indicted verses to Stella.

Among the most remarkable places on its banks must be mentioned Glasnevin, or more properly, *Glaseen-even* which signifies the “the pleasant little field.” The ground now occupied by the Botanic Garden was laid out by TICKEL, who came to Ireland in 1714 with ADDISON, who was Secretary to Lord SUNDERLAND. The straight avenue of noble yew trees was planted by ADDISON, and is to this day known as “Addison’s Walk” Here it was that TICKEL composed his sweet ballad of Colin and Lucy, commencing—

“ Of Leinster famed for maidens fair,  
Bright Lucy was the grace.”

On the death of TICKEL this demesne was sold for £2,000. It subsequently was purchased by the Royal Dublin Society, and laid out as a Botanic Garden, under the superintendence of Dr. WADE, to establish which the Irish Parliament granted £15,000.

On the other side of the Tolka is Delville, which was erected by Dr. HELSHAM in concert with Dr. DELANY, the friend of SWIFT. It was here that Stella resided, on a visit, a few months before her death ; and here, too, it was that in 1736, SWIFT wrote and printed his famous “Legion Club,” one of the bitterest

satires in the language. More than half a century after, in removing an outer office, the printing press was found concealed among some rubbish.

Opposite the Botanic Garden is the once celebrated mansion of **MITCHELL**, now the residence of the Bishop of **KILDARE**.—Higher up is **Hampstead**, where **STEELE** resided; and closely adjoining lived the Poet **PARNELL**, who was Vicar of Finglass, which ancient Village is also rich in historic associations.

Here it was that **STRONGBOW**, in 1171, having sallied forth from Dublin with 600 men, surprised and entirely routed the Irish army which, numbering according to the English Chroniclers, 30,000, lay encamped on the heights of Finglass, under the command of King **O'CONNOR**.

Here, too, on the 18th of June, 1649, the Marquis of **ORMONDE** encamped with the Royal Forces previous to taking up his position at Rathmines, where he suffered a disastrous defeat from the Parliamentarians under **CROMWELL**.

Here too King **WILLIAM** the Third marshalled his victorious army after the battle of the Boyne, and hence dispatched the Duke of **ORMONDE** to receive the submission of Dublin.

Above Finglass the river runs at the base of the hill of Dunsink, on which is the Observatory attached to Trinity College.

Sir **WILLIAM HAMILTON**, the Astronomer Royal of Ireland resides here. From this hill the view of Dublin, the Bay, and surrounding country is truly magnificent. In the valley below extending to Mulhuddart Bridge, the scenery is of the most rich and picturesque character, presenting some of the most beautiful views about Dublin. The river affords capital sport to anglers; it is, however, strictly preserved.

### CLONTARF ESTUARY.

The embankment over this estuary is of the most solid construction. It is faced with stone on both sides, above high water

mark. Nearly in the middle of the embankment, which is half a mile long, the line crosses a stone bridge, with a single elliptic arch of forty feet span. The elevation of this portion of the line is about thirty feet above high water level. To the left is the ancient village of

### BALLYBOOUGH,

which signifies "the village of huts," and to this day, in a great degree, verifies by its appearance the correctness of its ancient name. It was formerly a place of some manufacturing repute.—In 1789 there were iron works here, and also three glass-houses, which carried on a considerable trade. It has now only a flour mill. In the centre of the village there is a small Jewish cemetery, enclosed with a high stone wall.

As the railway nears the Clontarf road, a good view to the left is obtained of

### MARINO.

the beautiful seat of the Earl of CHARLEMONT, the gateway leading to which is said to have been greatly admired by GEORGE the Fourth, who declared it to be the handsomest he had ever seen.

Marino was built by the father of the present Earl, on his return from the Continent in 1775, in order, as Mr. HARDY in his Life states, the more firmly to attach him to Ireland, in which he felt it to be his duty to reside.

The models and ornaments for the building, were supplied by SIMON VERSCOYLE, whom he brought over to this country for the purpose. The designs were furnished partly by himself, and partly by Sir WILLIAM CHAMBERS.

The demesne contains about 200 acres, tastefully and elegantly laid out, and well planted. The house represents a square, it is constructed of fine Portland stone, and contains some splendid paintings and works of art, principally collected by the noble founder. There are other treasures in this demesne, which are as yet hidden from the view of the traveller.

Clearing the estuary, the railway passes over the Clontarf road, by an excellently constructed bridge, of two arches fifty feet span each, built of black stone, with granite rings and coping. We now stop at the first station on the line, that of

### **CLONTARF.**

To the right from this point, a splendid view is obtained, the principal features in which are the Bay, the South Wall, the Pigeon House, and Poolbeg Light ; Killiney Hill, with its handsome obelisk, and the rich country adjoining, studded with villas ; in the back ground are seen the Wicklow Mountains, the Great and Little Sugar Loafs, raising their conical heads high over all, and to the right the less elevated range of the Dublin Mountains, in which the outlines of the rugged Scalp are clearly distinguishable. To the left is a range of handsome buildings called the

### **CRESCENT,**

which was erected in 1792. The origin of these buildings is curious. The late Earl of CHARLEMONT had some dispute with a gentleman named STEVENS, a member of the Society of Friends. To annoy his lordship STEVENS built the centre house of the Crescent, which interfered with the view from Marino. A law suit to force STEVENS to pull down the house was the consequence.

The noble plaintiff failing to obtain redress, STEVENS erected the whole Crescent, to intercept the sea view from Marino, which he effectually succeeded in accomplishing.

To the left a view is obtained in Lord CHARLEMONT'S demesne of the unique and classic temple,

### THE CASSINO,

the design of which was furnished by Sir RICHARD CHAMBERS. It is a beautiful model of Doric architecture, chaste and perfect in every particular.

At the upper extremity of the lake, which the traveller cannot see from the line, are the remains of Rosamond's Bower, which was a perfect model of a Gothic temple. Both were erected by the late Earl.

To the right, extending along the strand, are the Sheds of Clontarf, so called from the fishermen having in former times erected wooden houses or sheds, in which to cure their fish, The country adjoining is rich and well cultivated. Of late years numerous handsome villas and noble mansions have been erected, and it is now a gay and attractive locality. Adjoining the Sheds is the

### VILLAGE OF CLONTARF,

so celebrated in history as the Marathon of Ireland. The name, is derived from two Celtic words, *cluain* a lawn, or pastoral plain, and *tarbh* a bull, signifying the lawn or plain of the bull; the latter appellation expressing its contiguity to one of the great sand banks in the bay, now called the north and south bulls, from the supposed similitude of the sounds, produced by the breaking of the waves at certain times of the tide upon those banks, to the roar of bulls.

In 550 the principal portion of this district was connected with a religious house under the patronage of St. CONGAL. In the reign of HENRY the Second, Clontarf was in the possession of the Knights Templars, who established a commandery here, under the jurisdiction of the Grand Priory of Kilmainham. In 1311, on the suppression of that order, the lands, with the exception of the religious houses, were granted to RICHARD de Burgo, Earl of Ulster, and subsequently, in accordance with the Pope's decree to that effect, were vested in the Knights Hospitallers of St. JOHN of Jerusalem. On the abolition of the monastic orders by HENRY the Eighth, Sir JOHN RAWSON, the last Grand Prior of that order, was created Viscount of Clontarf, with a pension in consideration of his having quietly surrendered all the property of the order to the king.

In 1600 Queen ELIZABETH granted the manor of Clontarf to Sir GEOFFREY FENTON, and in 1641 the town and castle were burnt by Sir CHARLES COOTE.

Shortly after this event CROMWELL granted the manor of Clontarf to Captain JOHN BLAKEWELL, who sold it to JOHN VERNON, of whose brother the present proprietor is the male representative.

In 1675, additional privileges and powers were confirmed on this Manor by King Charles the Second.

In 1748, the first stone of the Charter School was laid by Lord HARRINGTON. The site, close adjoining the railway station to the right, is now occupied by the bathing establishment of Mr. BRIERLY.

In 1766, a lead mine was discovered near the Charter House. A shaft was sunk and a considerable quantity of ore extracted, but the tide broke in, and though several attempts were made to resume its working they proved unsuccessful.

In the year 1835, Mr. VERNON rebuilt

### CLONTARF CASTLE,

from designs furnished by the late WM. MORRISON. It is now

a noble structure, unsurpassed by any in the county in the classic character of its architecture, and the chaste elegance of its decorations.

Its principal features are a Norman tower in the style of the twelfth century, seventy feet high, surmounted by a tower of smaller dimensions, eighty feet high, and the main body of the building, which presents a perfect model of the Tudor style. The castle altogether exhibits three different orders of architecture, the Norman, the Tudor, and the Gothic, designed to represent the various changes that had taken place in the original castle, which was erected in the twelfth century. The situation is very fine; from the lofty towers of the castle the spectator commands a prospect as extensive in its range, as it is diversified and beautiful in its scenery.

It was in this neighbourhood that the ever memorable

### BATTLE OF CLONTARF

was fought, on Good Friday, the 23rd of April, 1014—the only one in which the Irish combined to resist foreign aggression. It is remarkable alike for the expulsion of the Danes, who had long usurped the commerce of the island, and treated the natives with cruelty and insolence, as well as for the consolidation of the scattered elements of Irish power in the person of a single chief though manifest usurper, who proved in his controlling power the wisdom of one supreme directing head. Had BRIEN survived the battle of Clontarf, his future administration might have interposed an effective national resistance to foreign invasion.

The Danes made a great effort to maintain their supremacy. The battle was long expected, and they drew together their resources from all parts of the island, with auxiliaries from the North, Cornwall, and the Orkneys. Combined with these were

some Irish troops, commanded by a few petty chiefs of Leinster, in the territory of the Liffey.

The army of BRIEN was composed of the Dalcassians, the flower of the native forces, who formed the first division; the second was formed of the Eugenean tribe, with the clansmen of the West and South, and the third of the Ulster men, commanded by the son of O'CONNOR, King of Connaught. In this army was represented all the bravery and patriotism of Ireland, leaving, as THOMAS MOORE well observes, "noble evidence of the energies that a country like Ireland is capable of in a cause that rallies round it cordially the hearts of all her sons."

It is unnecessary to enter into the various fortunes of that celebrated day. They are for histories, not for Hand Books.—There is, too, a great deal of fiction mixed up with the little that is authentic, but of the latter it is sufficient to know that after an obstinate struggle, which lasted from the rising to the setting of the sun, the Danes were completely routed. Like the last charge of the old guard at Waterloo, one thousand Northmen, clad in mail—picked Scandanavians—were brought up to resist the victorious progress of MURRAGH, the eldest son of the aged monarch. They met on the spot known as Conquer Hill, and the Northmen were routed and utterly destroyed. In striking down the Norse commander, MURRAGH exposed his breast through the joints of his armour, when the Norwegian drew his knife and slew the victor.

The spot is still pointed out, at a short distance from the hill where the old monarch, after the battle, retired to offer up prayers for his success. Here he was surprised by a Danish admiral and slain after a gallant resistance by his few followers.

The bodies of BRIEN and his son were conveyed in solemn procession to the Monastery at Swords, whence they were carried to Armagh. At Louth they were met by the Archbishop Maolmury, or "The Servant of Mary," and borne to the Archiepiscopal city where they were deposited—BRIEN at the North

side, his son and kinsman at the South side of the Cathedral.

It is computed that the Irish lost in this battle about 6,000 men while the loss of the Danes is stated to have exceeded 16,000.

On the day after the battle the remains of the Irish army were led back to the camp at Kilmainham ; where, after being recruited, they returned to Munster, and on their progress through Ossory, the country of the Fitzgeralds, offered that indignant refusal to submit, which MOORE has rendered into immortal verse in his beautiful lyric “ Remember the glories of Brien the brave.”

“ Forget not our wounded companions who stood  
 In the hour of distress by our side,  
 While the moss of the valley grew red with their blood,  
 They stirred not but conquered and died.  
 The sun that now blesses our arms with his light,  
 Saw them fall upon Ossory’s plain,  
 Oh ! let him not blush, when he leaves us to night,  
 To find that they fell there in vain.”

Besides its ancient, Clontarf claims a deep modern interest—Conquer Hill is scarcely less celebrated for the events of 1843, than of 1014, as history will take note of the memorable Proclamation of October, and embody it and the subsequent proceedings in the remarkable events of our times.

The Parish of Clontarf, according to the census returns of 1841, contains 2654 inhabitants, and 1190 statute acres. The church, which is rather a handsome edifice, was rebuilt in 1609, on the site of the ancient monastery. The living is a rectory in the Diocese of Dublin. Tithes, £220 per Annum, Patron the Crown.

There are fine oyster beds along the Clontarf shore, the property of Mr. THOMAS FLOOD, of the North Strand.

#### FROM CLONTARF STATION.

Leaving Clontarf station the railway crosses the Howth road by an elegant bridge of cast metal, with a span of fifty feet.

On both sides of the line are several fine mansions, that of Donnecarney House to the left, forming the most striking object.

The line now gains the natural level of the ground, on which it continues for a short space when it enters the first heavy cutting through black limestone, which exhibits most singularly irregular strata.

The greater portion of this excavation is at a depth of thirty-six feet from the surface, in length it is nearly two miles. In this distance the railroad is crossed by several handsome bridges, one of wrought iron at Killester, eighty-four feet in span, with a rise of eighteen inches, is worthy of being particularly noticed on account of its light and elegant appearance. The mechanism is perfect, combining elegance and strength. The principle of construction is a succession of suspension cross bars similar to the bridge over the Royal Canal, already noticed.

Passing under this bridge the excavation is carried on through a deep fine mould, the upper cuttings being well guarded from slips. At Rose Vale, which is reached almost in a moment, the waters of a small rivulet are conducted by an iron syphon of three feet diameter under the railway to its level on the opposite bank.

The line now passes through the Parish of Coolock, and emerging from this extensive and deep cutting, passes over a trifling embankment to the brook of Raheny, where it again runs through a short and shallow cutting, and reaches the second station, that of

### **RAHENY.**

The village of which name lies at a short distance to the right, surrounded by some fine old trees. The situation is picturesque, the land of the first quality, and the cultivation good.

Adjoining the Church are the remains of the Rath, whence the village derives its name. It is four and a-half miles North-east of Dublin. The living is a Rectory, in the Diocese of Dublin ; tithes £316 10s. 6d., with Glebe House and about thirty acres of good land. Patron, the Crown.

Leaving this station, the line runs through several shallow cuttings, and over some trifling embankments, affording occasionally some beautiful glimpses of coast scenery. To the right, and in the immediate vicinity of the shore, is

### **KILBARROCK,**

about five and a-half miles from Dublin. To the lover of antiquity the ruins of the Chapel of Mone, or as it is sometimes called the Abbey of Kilbarrock, will present a pleasing object of study and contemplation. Some circular and pointed arches alone remain. Attached to it is the ancient Cemetery unenclosed and overgrown with weeds.

From this point the line traverses nearly a level country, till entering a light cutting it reaches the Third Station,

### **BALDOYLE,**

or Beldoyle, a pleasantly situated little village, six miles from Dublin. The inhabitants are mostly engaged in fishing, and in the summer it is much resorted to for bathing. In 1369, the then Lord Deputy of Ireland, Sir WILLIAM DE WINDSOR, convened a Parliament here, and succeeded in having certain heavy subsidies voted, which afterwards became the subject of strong remonstrance, it being alleged that the Commons had only a small chapel to meet in, and, therefore, to escape personal inconvenience, did the behests of the Lord Deputy at once.

At the Grange, near the Station, are the ruins of the Church. They are picturesquely situated in the midst of a grove of lime trees, and in Donaghmede Demesne, adjoining, is a holy well, to which on St. John's Eve the neighbouring peasantry resort.

The parish contains 1,236 statute acres, and 1,100 inhabitants. Not more than two-thirds of the land is arable; the entire parish is the property of the corporation of Dublin. There is a curacy which forms part of the Howth Union. The parish is tithe free.

One of the finest views on this picturesque line is commanded from the bridge at this Station, the surrounding bay is seen to great advantage, the pleasant little Village of

### SUTTON,

rising under the western side of Howth, which towers above it to an elevation of 578 feet from low water mark.

At Sutton, potter's clay abounds, and the black oxide of manganese is found; a fine extensive bed of doromite has also been worked advantageously.

The sheltered situation of this locality renders it a desirable retreat for invalids.

The celebrated Howth oysters, which dispute the Dublin market with the Carlingford and Red Bank Burne, lie at the base. The strand from which they are taken having a lime-stone bottom, has the double advantage of preserving them during neap tides, and improving their flavour; these oyster beds, together with some handsome cottages on the beach, are held under the Earl of HOWTH by Mr. EDWARD HOGAN. There is also a good hotel, and at a more elevated position are the handsome residences of The Honorable Mr. Justice JACKSON, Captain KING, and JOHN SWEETMAN, Esq.

### HOWTH

need not be described—as forming the Northern entrance to Dublin bay it cannot have escaped the observation of the traveller. This promontory was formerly called Ben-na-dair, from the number of venerable oaks that grew on its rocky and precipitous sides. It was afterwards called Dim Crimthan, from having been the residence of an Irish monarch of that name.

Near the Castle is a Pagan altar, or Cromlech, which ought

to be seen, together with the remains of the ancient abbey, a fine specimen of Gothic architecture. It was built in the year 1228. The remains, which lie within an area of 189 feet long, and 168 wide, are enclosed by a wall surmounted by graduated embattlements. Connected with the Abbey was a College, the remains of which are still existing. The nave of the Abbey is 93 feet long and 52 wide, and altogether these remains present a most interesting object of study to the lover of antiquity.

In 1177, Sir ARMOREY TRISTRAM and Sir JOHN De COURCY encountered the Danish Forces at the Evora, a small mountain stream on the Hill of Howth, and after a sanguinary battle totally defeated them. This gained Sir ARMOREY the Lordship of Howth, which has continued in the possession of his descendants to the present day under the name of SAINT LAWRENCE, which was assumed by the third Baron, he having, on the festival day of that Saint, defeated the Danes near Clontarf.

Howth was formerly a packet station; it was here GEORGE the Fourth landed on his visit to Ireland in 1821. The harbour is a noble, but now nearly a useless work; it is rapidly filling with mud and sand. Upwards of £500,000 have been expended on it. It consists of two piers of stone, and includes within its area fifty-two statute acres. It is only frequented now by fishing boats, and a few smacks engaged on the coasting trade.

The castle, the residence of the Earl of HOWTH, is a long embattled edifice, flanked by square towers at each side. The hall contains many ancestral and other relics of antiquity. There are in the spacious apartments several fine paintings. The bed in which WILLIAM the Third slept is still preserved. The park is well wooded, and in the outer or deer park, is the remains of an old castle, which is distinctly discernible from this point of the railway.

The traveller should devote a few hours to a ramble over this interesting promontory, and the neighbouring localities,

abounding as they do in objects of antiquity and historic interest. For the geologist Howth has peculiar attractions.

### IRELAND'S EYE

lies immediately off Howth, and is principally composed of quartz-rock, which is interstratified with schistose rocks of various colours. On the south side are the ruins of a chapel, built by ST. NESSAN in 570. It was here that the Four Gospels called the Garland of Howth, which were held in great veneration, were preserved. The island abounds with rabbits, and produces some curious medicinal plants.

Leaving now the station of Baldoyle, the line continues on a level through a rich district. On the left is

### BALGRIFFIN,

where in the fourteenth century a castle was erected by the ancient family of DE BURGOS. After passing through various hands, it became for a time the residence of RICHARD, Earl of Tyrconnel, who was Lord Deputy of Ireland in the reign of the second James.

No part of this ancient castle now remains ; the stones were used in building the present mansion, which is pleasantly situated in Balgriffin Park, the property of the Rev. T. F. WALKER.

Close adjoining, and still to the left, on a commanding eminence, stands the ancient church of

### ST. DOULOGH'S,

which is one of the oldest, most characteristic, and best preserved religious edifices we have in the country. It is about fifty yards

distant from the main road, and is approached by a narrow lane, at the entrance of which is an ancient cross of granite.

The church is forty-eight feet long, and eighteen wide, with a double stone roof, and a massive square embattled tower, which rises from the centre of the building. This tower, with the eastern portion of the church, is considered an addition to the original structure, which is supposed to have been erected in the beginning of the tenth century.

The altar-tomb of St. DOULOUGH is in a small crypt, with a stone groined roof, in the southern porch of the building. From this apartment a stone staircase leads through a low vaulted entrance into a narrow cell, only five feet long, two wide, and two and a-half high, which is known as St. DOULOUGH's bed. The light is admitted through a small loophole, and is scarcely sufficient to make "darkness visible."

From the crypt in which is the altar-tomb, there was a subterraneous passage, to an octagonal building outside the church-yard. It is of stone, with groined roof, and in it is a well dedicated to St. CATHERINE. The interior is circular, having the well in the centre, and in the walls are three recesses containing stone seats. This is altogether a most singularly constructed edifice, and must be considered as among the most interesting remains of antiquity we possess.

The line now enters a cutting of some extent, emerging from which a most pleasing prospect is obtained. The surrounding scenery is rich and rural. On the right is the small hamlet of

### PORTRMARNOCK,

or more properly "PORT-SAINT-MARNOCK." It is about seven and a quarter miles from Dublin. The parish contains 2084 statute acres, and 631 inhabitants. There is a handsome church with tower and spire, visible from the line.

This manor was granted to the Abbey of St. MARY, Dublin, by HENRY the Second. Adjoining is Carrickhill, on which are the ruins of an old church. The portion of the shore in this vicinity is known as the “velvet strand;” it is very beautiful, and abounds with fine shells.

There is a good limestone quarry in this district, in which some curious fossils are occasionally found, and a fine description of potter’s clay is also to be met with.

Near Broomfield demesne, still to the right, on a rock over-hanging the sea, stand, in gloomy solitude, the remains of a small ancient castle called

#### ROB’S-WALL,

or “ROEBUCK’S Wall,” which was built in the fifteenth century by MAC ROEBUCK, a descendant of ROEBUCK de Birmingham. On the shore here the sea reed or bent is found in abundance.—To the left is the hamlet of

#### KINSEALY,

with its small neat church, surmounted by a spire. It was erected by subscription in 1834. Farther inland you have a view of the handsome Roman Catholic Chapel. This parish contains 2130 statute acres, and 718 inhabitants. Adjoining is the celebrated hill of

#### FELTRIM,

picturesque in its scenery, and famed in history as the residence of the FAGANS.

On the summit of this hill the remains of a mound can be traced, which no doubt formed part of the ancient outer fortifications of the castle, the site of which is now occupied by a wind-mill.

At the base of the hill is a fine limestone quarry, in which are

occasionally found some rare fossils, and, in the immediate vicinity, is a holy well in much repute among the neighbouring peasantry.

It was to this ancient castle that, in 1573, the Earl of DESMOND being confined in Dublin castle as a prisoner of state, was removed on account of ill health, and committed to the safe keeping of CHRISTOPHER FAGAN, who told the government he would receive the earl as a guest, but not as a prisoner. Being permitted to walk abroad, the earl escaped, whereupon he was proclaimed a traitor, and a large reward offered for his head. Shortly afterwards he was treacherously slain by one of his own followers, who claimed the reward.

In this castle it is said that the unfortunate JAMES the Second slept one night on his flight from the battle of the Boyne. A noble view is commanded from this hill.

Passing on to the left is Broomfield House, the seat of GEORGE CASH, Esq. It forms a pleasing object in the distance, and is seen to great advantage for three miles in the approach on the railway. The house stands in a handsome lawn, surrounded with plantations and shrubberies, it was erected by the late CHARLES OSBORNE, Esq., one of the Justices of the King's Bench, at an expense of £20,000. The railway now enters the second great excavation on the line through the

#### HILL OF MALAHIDE,

consisting principally of calpe rock, of singularly irregular strata.

The extent of this cutting is little more than a mile in length, and in the deepest part it runs fully forty feet below the surface of the ground.

Emerging from this excavation, the line passes under a handsome bridge of thirty feet span, with ornamental cast metal balustrades, and immediately reaches the Fourth Station on the line.

## MALAHIDE.

Is nine miles north of Dublin, situated on the sea, but the prospect is limited, and far surpassed by the view from Howth and other places. Malahide was once a place of celebrity in Irish contentions, and still interests by its associations, of which we shall presently speak when we come to the Castle, the princely residence of the TALBOT family.

It is situated on a narrow inlet, with Lambay Island on the north, and Ireland's Eye and the noble Promontory of Howth on the south, and though surpassed by many of the villages which surround the Bay in picturesqueness of scenery, yet, it is pleasing from its retired and quiet character. It has little to boast of at present, beyond the handsome cottages, of which it is for the most part composed, and though once a place of considerable traffic, it has long ceased to derive any great benefit from trade.— Before the commerce of the port of Dublin extended, Malahide was much frequented by the traders beyond the Irish Sea; but in the sixteenth century, when the favour of the crown enlarged the privileges of the port, it retrograded, and ever since has been of little consequence.

The father of the present Lord TALBOT de Malahide, Colonel TALBOT made an effort to revive the cotton trade in the village, in which he was seconded by a liberal grant from the Irish House of Commons, but English competition annihilated that and other branches of home trade. Another effort was made at a later period by the same spirited proprietor, to extend the business of Malahide. He sought to have a navigable canal constructed, to connect the village with Swords and Fieldstown, and by such means to facilitate the trade of the district, but this speculation also failed.

The export trade is now limited to flour and meal, which are sent in considerable quantities, and the imports consist of Scotch and Whitehaven coal, which reach annually to nearly twenty thousand tons. Another source of advantage, more, however, to a few proprietors, than to the villagers generally, are the oyster beds which supply the Dublin market, the property of Lord TALBOT, and now leased to Messrs. GAFFNEY and O'HARA.

The mineral productions are various, principally consisting of limestone of different qualities, and on the rising ground towards the sea, lead ore has been found, but not profitably worked. The variety of pebbles and sea shells found on the shore, surpass those of any part of the bay, and have been worked into beautiful ornaments.

Around Malahide are a few very elegant villas, some of which command a splendid prospect, and it is expected, that in progress of time, all the beautiful sites which were heretofore of little value, will be occupied by the citizens of Dublin, in preference to those on the other side of the bay.

### MALAHIDE CASTLE.

This ancient baronial castle is one of the finest in Ireland, and well worthy a visit from the antiquarian, the tourist, or historical inquirer. Of all the famous halls in our history, few are those which have descended to the representatives of their original possessors. But a TALBOT still exercises the rights of his ancestors in Malahide Castle, and few families of the Anglo-Norman race, have filled a more conspicuous place in our annals than the TALBOTS of Malahide.

The castle was erected in the reign of Henry the Second, but of course little of the ancient building now remains. It has undergone various alterations and improvements, and with so much style and taste, that the historical character of the building

is well preserved, for which it is indebted to the spirit of the present lord and his father Colonel TALBOT.

Malahide Castle, as enlarged by the late possessor, is quite different in appearance from that which it presented before the changes introduced by him. He had it castellated, which improves the appearance considerably. The building is a superb pile of square proportions, and with lofty circular towers on the flanks. The main entrance is a magnificent Gothic porch, such as befits a hall of the olden times, and was erected by the present lord. There was a moat surrounding the castle, but that has been filled up, and converted into a bank of green turf. The demesne and meadows are very handsome, and elegantly laid out, and in the former is some very old timber.

The hall is one of the finest in the British empire, which boasts of so many, and never fails to excite admiration. The following description of the celebrated chamber, is by MR. PETRIE. "The hall, roofed with timber work of oak, is of considerable antiquity, but its alteration is eclipsed by another of equal age, and vastly superior beauty, with which in its way, as far as we know, there is nothing to be compared in Ireland. This unique apartment is wainscoated throughout with oak elaborately carved, in compartments, with subjects derived from scripture history, and though Gothic in their general character, some of them are executed with considerable skill, while the chimney piece, which exhibits in its central division, figures of the Virgin and Child, is carved with a considerable degree of elegance and beauty."

The other apartments are all of more or less beauty and interest, and highly ornamented with porcelain and rare paintings by the best masters. Among the latter are portraits of CHARLES the Third, and his Queen HENRIETTA, by VANDYKE; of his son JAMES the Second and his queen, by PETER LELY; of Queen ANNE, the celebrated Duchess of Portsmouth, the first Duke of RICHMOND, the famous RICHARD TALBOT Earl of TYRCONNEL, Viceroy of Ireland in the reign of JAMES the Second, with several members of the TALBOT family. The small altar piece, represent-

ing the Nativity, Adoration, and Crucifixion, was purchased by CHARLES the Second for £2000, presented by him to his mistress the Duchess of PORTSMOUTH, by whom it was given to the great grandmother of the present Lord TALBOT de Malahide. It is the work of ALBERT DURER, and supposed to have been the property of MARY Queen of Scots.

This figure is the subject of a miraculous tradition among the people of the village. They say that during the civil wars, while the Protector held the castle, the figure of the Virgin suddenly disappeared, and was not seen until the restoration, when it as suddenly re-appeared.

The manor and castle of Malahide were granted by HENRY the Second in 1174 to RICHARD TALBOT, who accompanied that monarch into Ireland, and who is the common ancestor of the Earl of SHREWSBURY, and Lord TALBOT de Malahide. King JOHN afterwards confirmed the grant, and extended the privileges of the manor.

In 1372 THOMAS TALBOT sat in parliament as Lord TALBOT.

A century after EDWARD the Fourth erected it into a court leet and baron, and made the lord of Malahide high admiral of the seas, to determine all pleas on the high seas within the limits of his jurisdiction. Here landed the representative of HENRY the Seventh, Sir RICHARD EDGECOMBE, to administer the oath of fealty and service to the nobles there assembled, after the extinction of LAMBERT SIMNEL's revolt. The viceroy was hospitably received and conducted to Dublin by the Lord Bishop of MEATH. In 1530 HOLINSHED sets down Malahide among the principal post towns in Ireland.

In the parliamentary war, JOHN TALBOT of Malahide took an active part against the parliament, and suffered in consequence, when the royalist party were prostrated by CROMWELL. He was indicted and outlawed as a rebel and traitor, and the castle, with 500 acres of land, granted to the famous regicide MILES

CORBET, for seven years, by lease dated December 21st 1653. Here CORBET resided for some years, but the varying fortunes of the times fell upon him in turn, for on the restoration, he too was outlawed, and sought refuge on the continent. CROMWELL is said to have lived here for a short time, but that statement rests on no good authority.

In 1665 the loyalty of the TALBOTS was rewarded by the re-grant of their patrimonial estates in the county of Dublin, as they had been held before the great rebellion, subject only to quit and crown rents. Since that period they have continued in the uninterrupted possession of the family, and the present lord claims to be representative of an unbroken descent, through a period of seven hundred years, which many of the proudest families of England cannot boast.

Near the castle are the remains of an ancient church, the burial place of the proprietors through many generations. It consists of a nave and choir, with one high pointed arch dividing them, and placed in the centre of the building. The eastern window is a beautiful specimen of ancient architecture, elaborately and elegantly carved, and to the left of the church is a belfry, with a window of two lights beneath, similarly ornamented. CORBET, of whom we have spoken, is said to have unroofed the chapel for the purpose of using the materials in covering a barn. Whether that be true or not, we cannot ascertain, but certainly the story appears not without foundation, as the roof has been displaced by some forcible means. The only monument now remaining of the ancient erections, is that of Lady MATILDA PLUNKETT, wife of RICHARD TALBOT, of the date of the fifteenth century. Her effigy surmounts the olden tomb. There is also a small chantry attached to the church. Such are the facts and antiquities connected with the noble castle of Malahide.

The castle and grounds are open to visitors daily, Sundays excepted, from 10 o'clock A. M., till 1 o'clock P. M., and from 2 o'clock P. M., to 4 o'clock P. M.

Leaving this station, the line almost immediately enters upon the

### MALAHIDE ESTUARY,

about one mile and a quarter in length, over which it is carried by a most substantial embankment, in forming which, the materials taken from the hill already noticed, was advantageously used.

The line is carried by this embankment over the estuary, at an elevation of about eight feet in ordinary spring tides. Both sides of the embankment are strongly faced with large stone, and at intervals, additional security is sought against the action of the tides and waves, by means of groins and breakwaters.

In the centre of this embankment, the line is conducted over a noble wooden viaduct, consisting of eleven arches or spans of fifty feet wide, each resting on piles driven to a great depth in the substratum, and strongly fortified by buttresses of stone.

Through this viaduct the tide flows up to Lissen-hall bridge, a distance of about two and a half miles, where the Swords river discharges its waters. At low water this extensive tract is nearly dry, and it is probable that a great part of it will be speedily reclaimed, a work of utility, in which this embankment will aid considerably, by confining the reflux of the tide, and thereby deepening the channel.

To the right, on crossing this viaduct, a view is obtained of the Malahide Hotel—a splendid building erected within the last year, and now open for the reception of visitors. To the left, in the distance is discerned the ancient borough of

### SWORDS,

which is 7 miles from Dublin, and  $2\frac{1}{2}$  from the railway. The town contains 360 houses and 1788 inhabitants. It is pleasantly situated on the banks of a small river, a tributary to the Swords, or Lessen-hall river, which rises near Dunshaughlin, in the county

of Meath. It is a fine trout stream, and affords capital sport, especially towards the close of the season, when the white or sea trout run up. It is preserved by the Dublin Angling Club.

Swords is remarkable for its old remains, and the historical events of which it has been the scene. Few places in Ireland claim a more remote antiquity ; like all our old towns, it owes its origin to a monastery founded there in the beginning of the sixth century by St. Columbkill, which soon became very celebrated, and added to the wealth of the town. In addition to Columb's church, the monastery contained thirteen other chapels, and some time after, on the institution of the collegiate church of St. Patrick in 1190, it became the first of the thirteen canonries attached to that cathedral, and was known by the significant name of the "Golden Prebend."

The Danes made frequent attacks on Swords, which they several times plundered and burnt, and it fared as ill at the hands of our native chiefs, for it was destroyed by Connor O'Melaghlin, king of Meath, in the year 1035, who was himself killed in the engagement. Though thus constantly pillaged, Swords as rapidly revived, and, as already noticed, the bodies of Brien and his son were borne in procession here after the battle of Clontarf.

At Swords the first army of the pale assembled on the 9th of November, 1641, previous to the outbreak of the civil war ; and here they were encountered and defeated on the 10th of January, 1642 by Sir Charles Coote, who killed 200 men with a very trifling loss on his side, the only person of note who fell being Sir Lorenzo Carey, second son of Lord Falkland.

Near the town, on the high road to Drogheda, is Lessen-hall, which belonged to the De Lacy's in the reign of Edward the 1st. Sir William Fitzwilliam resided here for some time when he was Lord Deputy of Ireland.

Swords was incorporated by Elizabeth, in 1578, and privileged to return two representatives to parliament ; but it was disfranchised by the act of Union, and £15,000 were allowed as

compensation to the owners, who were numerous. On a reference, however, to the proper authorities, their claims were disallowed, and the sum vested in the Lord Chancellor, and other Trustees, to found a free school for general education, the surplus to be applied in apprenticing the pupils, the support of a dispensary and other useful purposes. Every May, six male and six female pupils are apprenticed with a fee of £12 each.

There are several splendid mansions in the immediate vicinity of Swords. The soil is for the most part of a rich quality and agricultural improvement is in a forward state. There are numerous corn mills in the district.

#### ANTIQUITIES OF SWORDS.

Of all the ecclesiastical monuments for which Swords was once so famous, the only remains now existing are a lofty round tower, in a fine state of preservation, and the belfry of the abbey, a square building of the fourteenth or fifteenth century.

The Round Tower is 73 feet high, 52 in circumference, and 4 in thickness. The present entrance, of modern formation, is level with the ground, but what appears to have been the ancient door-way, is twenty feet from the ground, and but four feet high. It differs from all the other round towers, by having a small cross on the summit, which however, must have been put up after the introduction of Christianity into Ireland, for all authorities agree in ascribing the erection of those singular buildings to Pagan times, and for Pagan purposes.

Another remarkable relic of antiquity is the Archbishop's palace. This was a fortified building in the centre of a court, surrounded by embattled walls and flanked with towers. The walls now only remain, the space inside having been converted into a garden. There was a nunnery also in Swords, of which the only evidence is the record of a pension granted by parliament, in 1474, to the Prioress and her successors.

Clearing Malahide Estuary, the line reaches Kilcraegh point which it crosses, and then enters upon the strand of

### **CORBALLIS.**

To the right, on the sea shore, is the small hamlet of that name. The advantages of this railway are already observable here, in the reclamation of a considerable portion of the strand which is now actively in progress.

To the left is

### **NEW-BRIDGE HOUSE**

situated in an extensive and finely wooded demesne. It is the residence of the Cobbe family, having been erected in 1730, by Doctor Cobbe, Archbishop of Dublin, and contains several highly valuable paintings by the old masters, which were principally collected for the Archbishop by the Rev. M. Pilkington, the author of the Dictionary of Painters, during a continental tour. He was vicar of this parish.

On a commanding eminence in the demesne are the ruins of the ancient castle of Landestown.

The line now passes through a cutting, emerging from which it reaches the station at the small village of

### **DONABATE,**

or Donaghbate, which signifies "the lofty fortress of the bay." Adjoining are the remains of a church dedicated to St. Patrick, and in the churchyard stands, crowned with ivy, the ruins of an ancient church.

In this district there is an extensive vein of white and green porphyry. In the churchyard are the remains of several sepulchral monuments of the Barnewall family, the most ancient of which was erected in the sixteenth century.

Leaving this station, the line enters a cutting through the hill of Donabate, clearing which we come in view, to the left, of

### PORTRANE,

or Portraehern, with the ruins of its ancient castle and church, situated in the splendid demesne of the late George Evans, M.P. The mausoleum erected to his memory by his widow, towers high above the wood, and forms a very conspicuous object from the line.

This district was formerly the scene of many daring exploits on the part of smugglers—the bold, precipitous, and rocky nature of the coast, which is full of recesses and caves, with occasionally a fine surface of strand, offering great facilities to the daring enterprises in which they were engaged.. To such an extent did the smugglers carry not only their illicit traffic, but their depredations on shore, that a grant of £500 was made by the Irish parliament in 1775 to an ancestor of the late proprietor, to aid in constructing a quay and pier to facilitate the defence of the coast against their depredations, both of which are now in ruins.

In 1712 we find that the castle was the residence of Swift's Stella, and the last occupant of this ancient abode was Lady Acheson. Nothing now remains of it but a square tower of rather small dimensions. The modern mansion is a handsome and spacious brick building.

To the geologist the promontory of Portrane is peculiarly interesting. It offers for observation a great variety of substrata, of conglomerates, and of various minerals, all curiously intermingled. In one of the rocky recesses with which this part of the coast abounds, there is a curious well of fresh water called Clink.

Opposite Portrane is the celebrated island of

### LAMBAY,

which is indistinctly visible from several points of the line already passed over. The channel between this island and Portrane is in width about three miles.

Lambay is the only island on the eastern coast of Ireland that is set down in Ptolemy's map, which is sufficient proof that even in those early days it was well known to the traders who frequented the Irish coast. It is set down as *Lamnum*, which signifies "the Isle of Lambs," as Shepney signifies "the Isle of Sheep," and Ramsay "the Isle of Rams."

The ancient castle is a very curious building, of a polygonal form, and well constructed for defence: It is built entirely upon arches of stone, without any timber.

This island was granted by Elizabeth to Sir William Ussher; and it was here that his illustrious kinsman, Primate Ussher, took up his residence while the plague raged in the metropolis in 1575. From the Ussher family it was purchased by an ancestor of the present Lord Talbot de Malahide, who is now the proprietor.

Lambay is about two miles long and a mile and a quarter broad, and contains about 1370 acres, with 120 inhabitants. The land is intersected with several small streams, and is capable of being well cultivated.

In close proximity to the west end of the island is Burren rock, which is nearly dry at low water. On it a perch or large

pole is placed. Opposite the north-western part of the island, known as "Scotch Point," is a cluster of rocks called the "Tailors;" they are about a quarter of a mile distant, and a beacon is placed on them.

Between the "Burren" and the "Tailors" is a small pier-harbour, erected partly by government aid, and partly at the expense of Lord Talbot de Malahide.

On the northern side of the island is the Cardurris rock, and between it and the "Tailors" is a spacious cavern, 150 yards long, with stalagmites rising from the floor and stalactites depending from the roof.

The Seal Hole, on the south-eastern side, so called from the vast number of seals that breed here, is a spacious cavern, and affords a secure retreat for these animals.

A very pleasant day may be spent in a ramble over this island. Its geological features are most interesting. Rabbits abound on it, and sea fowl are numerous. Around its rocky shores fine crabs, oysters, and lobsters are taken—the latter in particular are of the finest quality.

Passing on, the line now runs at a level, and enters on an embankment across a small estuary. In the centre of this embankment is a viaduct of timber 335 feet in length and about 15 in height. This estuary formed part of the harbour of the ancient and once considerable seaport of

#### ROGERSTOWN,

which lies to the right, and is now a petty village. In olden times it carried on a considerable trade, and enjoyed the advantages of an extended commerce. Its roadstead was spacious and secure, but is now nearly filled with mud and sand.

In 1438, when a grant of customs for forty years was made to the corporation of the city of Dublin on all the merchandise entering certain seaports, we find Rogerstown was included

—sufficient testimony of its commercial standing in those days. It can only now boast of a small pier, and a single store ; and it is occasionally visited by some trading coaster with coals, &c.

To the left is

### **CORDUFF HOUSE,**

a handsome mansion, situated in a well-wooded demesne. This manor in ancient times belonged to the Ormond family, and subsequently became the property of the Stanyhursts, who continued for about four centuries in uninterrupted possession. This family figured conspicuously in the civil and political history of their times ; and they gave an historian to Ireland in the person of Richard Stanyhurst, the author of “*De Rebus in Hibernia Gestis*,” which, commencing with a narrative of the events that led to the English invasion, brings down the history of Ireland to the end of the reign of John.

To the right, and nearly opposite Corduff, is

### **WHITESTOWN,**

or, as it was formerly called, Knightstown. It formed part of the ancient possessions of the Lords of Howth. There are the ruins of an old church, situated in the middle of an enclosure, which is still used as a burial-place by the peasantry.

The line now enters a small cutting, and reaches the station of

### **RUSH AND LUSK,**

which lie to the right and left in close proximity ; to the right is Rush.

Lusk is a village of considerable antiquity, and boasts the remains of a church and round tower, which rank among the most singularly interesting memorials of the past we have in Ireland.

The church occupies the site of the ancient abbey, which was founded in the close of the fourth, or early in the fifth century, by St. Macculind.

In 695, St. Adamnanus summoned a general synod here, which was attended by all the principal prelates in the kingdom.

In 825, the abbey was plundered and destroyed ; and having been re-constructed, was again, in 854, together with the town, destroyed by fire. In 1069, it met with a similar visitation ; and in 1135, Donel Mac Murrogh O'Melaghlin, in revenge for the murder of his brother Conor, Prince of Meath, laid waste the whole territory of Fingal ; and in the extensive ravage thus committed, Lusk once more suffered by fire and sword.

In the early part of the twelfth century a nunnery of the Aroasian order was founded here ; it subsequently passed into the hands of the Augustinian order, and was largely endowed by Archbishop Comyn.

In 1513, Edmund Dillon, Prior of Lusk, was created Chief Baron of the Irish Exchequer.

The ancient church and tower, which is a massive square-embattled structure, having at three of the angles a slender circular tower, and at the fourth a tower of large dimensions, is now sadly neglected. A portion of this venerable ruin of antiquity was used in building the parish church erected here in 1809.

This is a good corn district, and contains some excellent limestone quarries, in which some fine crystals are occasionally found. Fuller's earth is also met with.

The village occupies an area of eighty-seven statute acres, and contains 192 houses, with 872 inhabitants. There is a race-course adjoining the village.

## RUSH

lies on the sea shore to the right. It is a fishing village of some importance, occupying an area of 162 statute acres, and contains 338 houses, with 1603 inhabitants.

There are about 20 boats of 40 tons each employed in the fishing. The harbour is not commodious nor easy of access, and is exposed to the heavy swell of the sea during the prevalence of north-east winds.

Great quantities of ling are cured in this village, which also sends a large supply of cod-fish, herrings, &c. to the Dublin market.

Leaving this station, a partial view is obtained of both these villages, and to the right is seen

## KENURE PARK,

formerly Rush House, and once the residence of the great Duke of Ormonde. It is now the property of Sir Roger Palmer, and contains some remarkably fine paintings by the old masters, with a collection of rare vases and other interesting relics procured from Pompeii.

Within the demesne are the ruins of an old church, and adjoining are the remains of an ancient castle, close to which is a holy well.

The line now, by alternate cuttings and embankments, is carried to its summit height. To the right is

## LOUGH SHINNY,

distant about two miles. It seems destined by nature to form an excellent harbour, though its roadstead is rather exposed to

the easterly winds. In extent it is about a quarter of a mile square, has fifteen feet of water at low tide, and the bottom is clear and sandy. Some fine copper veins have been discovered here, but no attempt has been ever made to work them, though, according to Mr. Griffith, C.E., they are exceedingly valuable.

The line now passes through the

### HILL OF BAL-DANGAN,

or Baldungan, which signifies “the Town of the Fortress.” The cutting through this hill is very heavy; clearing which, a truly magnificent prospect is opened to view.

The landscape is rich and diversified. Extensive and well-wooded demesnes are presented in succession. Below is the picturesquely situated town of Skerries. Seaward, a number of interesting islands stud the blue expanse of waters; Clogher Head is distinctly seen; while far distant on the horizon the vision is bounded by the black and towering range of the Carlingford and Mourne Mountains.

Directly to the left are the ruins of

### BALDANGAN CASTLE

and Church. In olden times this castle was a noble building, with angular square towers, surmounted by watch-stations. The Knights Templars had in the twelfth century a religious establishment here. In the sixteenth century the manor passed into the hands of the Lords of Howth by marriage; and in 1641 the Castle was gallantly held by Thomas Fitz-william against the Parliamentarians, but after a protracted resistance surrendered to Cromwell, and its extensive fortifications were in a great measure razed to the ground.

To the right is

**HACKETSTOWN HOUSE,**

embosomed in a beautiful demesne which skirts the bold and rocky shore. It was here that the late Marquis of Wellesley resided two summers while he was Lord Lieutenant of Ireland.

To the left is

**MILVERTON,**

the seat of George Woods, Esq., beautifully situated, and commanding an extensive and diversified view. On this estate there are excellent quarries, affording the finest building-stone—a good deal of which was used in the construction of some of the works on this line.

Crossing now by a handsome bridge over the high-road from Dublin to

**SKERRIES,**

we arrive at the station of that name. It was formerly called Holmpatrick—"The Bay of St. Patrick"—the meaning of which is explained by a popular tradition, that being obliged to fly from the vengeance of some Pagan chiefs, St. Patrick embarked at this place, and found temporary refuge in one of the small islands off this coast, which is still known by his name. Hence, "holm" in the Saxon signifying a bay or harbour, it was called Holm-Patrick.

The town is handsomely situated, and is of considerable importance as a fishing port. It occupies an area of 81 statute acres,

and contains 536 comfortable houses, with a population of 2417. It is the property of James Hans Hamilton, Esq., M.P., who has improved it considerably. There are about 50 boats of 40 tons each connected with this port engaged in the fishery.

In 1755, for the construction of a pier, the Irish parliament granted £2000, and £1500 for the same purpose in 1767. In after years this pier became damaged by storms, and was suffered to fall into decay, when Mr. Hans Hamilton repaired it at his own expense. He also erected the parochial school-house, and beautified the parish church, by adding the square embattled tower which now adorns it.

The harbour of Skerries is well situated, and is susceptible of being greatly improved.

At this port, in 1575, when the plague raged in Dublin, Sir Henry Sidney, appointed Lord Deputy of Ireland, landed; and subsequently, in 1616, Sir Oliver St. John landed here.

### THE SKERRY ISLANDS

are four in number. The largest, to the south, is called Shenicks Island. It has a martello tower, and contains fifteen statute acres.

Exactly off the port, and nearest to it, is Red Island; the next is Colt's Island; and the furthest east is St. Patrick's Island, to which reference has been already made. It comprises fifteen acres, and has on it the remains of an ancient church, the origin of which is by popular tradition traced back to the time that St. Patrick sought refuge on the island from his pagan persecutors.

Be this as it may, a monastery was founded on this island at a very remote period. The ancient chronicles inform us that it was burned by the Danes in 797. It was, however, afterwards restored.

Passing on from the station at Skerries, the line is carried

by a short cutting through the Hill of Chanon, after which it enters upon an embankment; and to the left is

### BARNAGEERA,

remarkable for the ancient sepulchral mounds in its vicinity. In 1840, these mounds were opened in the presence of George Alexander Hamilton, Esq., M.P., when in one was found a stone coffin, evidently of very great antiquity, and in another some human bones.

The line now passes quite close to the shore, and through a part of the demesne of

### ARDGILLAN CASTLE,

a noble castellated building on the left, the seat of the Hon. and Rev. E. Taylor, beautifully situated in the midst of a tastefully-wooded park, and commanding a sea prospect of great beauty and extent.

It was originally intended that the line should run along the steep cliffs to the right, which would have involved the Company in considerable expense for the necessary embankments and parapet walls; but with a liberality that cannot be too highly appreciated, Mr. Taylor, without any pecuniary compensation, permitted a more inland course through his demesne to be taken.

Emerging from the demesne of Ardgillan, the line enters upon the grounds of

### HAMPTON HALL,

the beautiful residence of the excellent chairman of the Company, George Alexander Hamilton, Esq., M.P.

A day may be delightfully spent here. The demesne is open to the public.

The view all along this portion of the line is exceedingly grand and picturesque. On the left, the elegant and spacious mansion of Hampton, delightfully situated in an extensive and richly-wooded demesne of five hundred acres; on the right, the sea view—in which the Skerry Islands, the bold headland of Clogher, the Carlingford and Mourne Mountains are prominent features—is truly magnificent.

In a field at Hampton, traditionally styled “The North-house Meadow,” one of those *souterrains* so frequently discovered in Ireland has been laid open by Mr. Hamilton. It presents a chamber constructed of large stones, without cement, projecting at the top until they meet in an arch at the height of about seven feet from the ground; from this, as usual, a gallery or passage opens of similar rude architecture, connecting, as it may be presumed, a series of these chambers.

Another specimen of those ancient structures was opened some years since in an adjoining farm; but its traces have been utterly removed.\*

To the left of Hampton, and distant about one mile, is

### BALROTHERY,

a small but ancient village, situated on the high road from Dublin to Balbriggan. It occupies an area of thirty statute acres, and contains eighty houses, with 386 inhabitants.

This was formerly a place of considerable extent and importance, ranking among “the walled and good towns” of the country. There is a tradition preserved that James the Second slept at the White Hart Inn in this village, after the battle of the Boyne; but it is evidently fabulous, as the most authentic

\* D'Alton's History of Drogheda and its Environs.

accounts state that *Shenus a-hocha*, as he is proverbially called by the peasantry, fled from the battle-field, and did not halt till he reached the castle of Dublin.

At the head of the village, in a small field, are the remains of Balrothery Castle, supposed to have been erected by Sir Hugh De Lacy, about the year 1308. It is a square building of stone, and is roofed with flag-stones of great thickness.

On an adjoining height are the ruins of an ancient church, in the graveyard of which are several monuments, and an old vault of the Hamilton family.

Passing from the grounds of Hampton, the line is carried through some slight cuttings, clearing which, a fine view is obtained of the harbour and thriving town of

### BALBRIGGAN,

where there is a station. Formerly this was a very unimportant fishing hamlet; and it is indebted for its present manufacturing, commercial, and general prosperity to the spirited enterprise, fostering encouragement, and munificent liberality of the Hamilton family, who have expended thousands upon thousands of pounds in improving its harbour, in erecting factories, and in creating and extending its trade and commerce.

This district was formerly in the possession of the Barnewall family; it then became the property of the Earl of Tyrconnell; and was forfeited to the crown. After passing through several hands, it was purchased in 1720 by Mr. Alexander Hamilton, of Ballybrenagh, in the county of Down, from whom it has lineally descended to the present proprietor.

About the year 1756, it was inherited by Baron Hamilton, who commenced most extensive and costly improvements, and the small insignificant fishing village soon became a comfortable and prosperous town.

He erected a pier for the improvement of the harbour, which

was completed in 1763, and towards the construction of which, the Irish parliament made a small grant. By this pier, a refuge harbour for vessels of 150 tons was formed. In 1826, a second pier of 450 feet long, from the north-west of the harbour, with a curve of 105 feet in a westerly direction, was commenced, by which a secure inner harbour was provided, with 14 feet of water at high tide. At the end of the old pier, there is a light-house built by the Ballast Board.

Baron Hamilton, in the year 1780, introduced the cotton manufacture. He established two large factories, which are now worked partly by steam and partly by water power. The principal produce of these factories are, fustians, checks, jeans, and calicoes. There are a great number of handlooms also employed, and the town has long been celebrated for the fine description of cotton stockings manufactured in it. There are also in the town, dye-works, a tan-yard, and extensive salt-works.

A considerable coasting trade is carried on within this port, it being indeed the only one on the extensive coast from Carlingford to the bay of Dublin, which affords security to coasters in severe weather.

Under the advantageous bounty system, this port employed a good number of boats in the fishery ; since the abolition of that system, however, they have diminished in number, about 15 boats of small tonnage being at present engaged in it.

In the great storm on the night of the sixth of January, 1839, a great number of houses in this town were severely damaged and rendered uninhabitable. They were, however, all rebuilt in a more comfortable style by the present proprietor, George A. Hamilton, Esq., M.P., who has also provided, at his own expense, commodious and inclosed markets for the inhabitants.

The town occupies an area of 180 statute acres, and contains 624 houses, with a population of 2959.

The surrounding country is peculiarly rich and well cultivated. The air is noted for its salubrity, and the strand affords great facility for sea-bathing. There are also hot-baths in the town.

Fronting the harbour, is the handsome house and grounds of Turnerville, the residence of the Hon. Saint John Butler. This property belongs to the Rev. Courtney Turner, rector of Balrothery—and is admirably situated for marine villas.

The railway will be of vast advantage to this town, and will render it, in the summer season more especially, a place of fashionable resort.

Already the influx of visitors has led to the establishment of a Building Company, and a number of handsome and comfortable dwelling-houses are about being erected.

Leaving the station of Balbriggan, the railway is carried across the inner harbour, by a noble viaduct of eleven arches of 30 feet span each, and 35 feet high. On each side of this splendid structure, a delightful promenade is provided for the inhabitants, by means of metal floorings resting on the projections of the piers, the view from which is very fine.

Continuing on a level, the line runs more inland—on the left, are the ruins of

#### BREMORE CASTLE,

in olden times the manorial residence of a branch of the Barnewall family. Little now remains of this ancient structure, excepting some outer buildings attached to the castle, and the ruins of a chapel adjoining—in the burial-ground of which the skeletons of four moose deer were some years ago discovered.

The line now passes through a cutting of some extent, from the banks of which, a truly magnificent prospect is commanded. Lowther lodge is passed to the right, but not seen. Clearing this cutting, the railway enters on an embankment, and bounds across the

#### DELVIN RIVER,

on a viaduct of timber, 180 feet in length, and 28 feet high.

This river divides the counties of Dublin and Meath. The view up the glen to the left is exceedingly picturesque, but is much more so higher up towards the village of Naul, a few miles above which, this romantic stream has its source.

On the right, projecting into the sea, lies the curious and most interesting mount of

### KNOCKINGEAN,

or Knock-na-cean, "the hill of dead men's heads," so called from a tradition that a mighty battle was fought here towards the close of the fourth, or early in the fifth century. This tradition is preserved by Dr. Hanmer, in his *Chronicle of Ireland*, and is thus related :—

" Many giants and worthy champions there were in those days"—about the year 490—"in Ireland, of Irish and Danish birth, hired by them for their defence.

" Those travelling into foreign countries fought many battailes, and got yearly tribute into their countrie, as the manner then was among such challengers. For this they were generally envied.

" A day was appointed by the invaders to arrive together in Ireland to overcome the countrie, and root out the whole nation."

After describing the defeat of the first army at Derry, the *Chronicle* proceeds :—

" The second companie of this combination came to Lambay—landed their men in the Follesse of Skerries—set them in battaille array, and marched them to a place called Cnock-na-gean, where Dermott Lamhdearg, king of Leinster, met them —fought a cruell battaile with equal fortune for the space of four days. . . . To be short, the strangers were overthowrne, and 36,000 of them slaine, whose armes furnished Ireland thoroughly to encounter with the rest of the combination."

The authenticity of this traditionary tale is strongly confirmed by the result of an exploration made of this extraordinary mount in September, 1840, by George A. Hamilton, Esq., M.P., of which a most interesting account was furnished to Mr. D'Alton. Mr. Hamilton states,\* that, "having obtained Lord Gormans-town's permission for exploring the mount on his estate at Knockingean, I had it opened, and found it composed of small round stones with shingle from the sea shore.

"The excavation was soon interrupted, by a circle of huge stones, which appear to have been placed around, but at some distance from the centre of the mount and quite covered with, or buried in shingle. Within this outer circle, I found a rude platform of apparently beaten clay, and upon this, an immense heap of burned human bones. As far as could be surmised, the bones were those of human beings of every age.

"In the centre of this circle was discovered a chamber, constructed of huge flags, some of them more than six feet in height, and within this a rude stone basin, or rather, a large stone of sandstone grit, not found in the neighbourhood, with a cavity or hollow formed in it.

"This stone bore evident marks of fire, and around it on all sides, were remains of charcoal or burned wood and a quantity of semi-calcined human bones. Amongst those bones were scattered a number of beads formed of polished stone of a conical shape, with a hole through each near the apex of the cone. The mass of bones was very large.

"The stones have, I fear, been used in the railway, but the remains of the chamber and two or three of the flags may still be seen in the face of the cliff. I may add, that a few years previously, Mr. Shaw, of Delvin Lodge, in cutting a ditch across one of his fields on the lands of Knockingean, came upon a considerable number of skeletons; and in my own immediate neighbourhood, a few days ago, a man was digging a ditch for a garden, when he found two skulls and other remains of human bones.

\* *Vide D'Alton's history of Drogheda and its Environs.*

bourhood on the lands of Balbriggan, rude stone coffins with human skeletons are found very frequently."

From this description there is good reason to believe that the tradition preserved by Dr. Hanmer is well founded.

Continuing on, the line is carried through slight cuttings; to the left is

### GORMANSTOWN CASTLE,

a partial view of which is occasionally obtained. It is the residence of Viscount Gormanstown, in whose family it has been since the year 1357, when it was granted by Sir Almaric de St. Amond to Sir Robert Preston.

The family of De Preston have acted a conspicuous part in the civil and political history of Ireland. James, the seventh viscount, is honourably distinguished for the fidelity with which he adhered to the desperate fortunes of JAMES the Second, in whose cause Ireland shed her noble and gallant blood freely, and yet, alas ! never shed it to sustain a more imbecile or cowardly monarch.

The nobleman referred to was a member of James's Privy Council. He took the field in his service, and commanded a troop of horse. After distinguishing himself both in the council chamber and in the field, he retired to Limerick, in the siege of which he bore part till he died of fever in 1691. The title thus became forfeited by attainder, and was not restored to the family till 1800, and even then more as an act of policy than of grace.

The residence at Gormanstown is a baronial structure of great splendour, situated in an extensive and richly-wooded demesne.

The village of Gormanstown occupies an area of forty-four statute acres, and contains twenty-one houses, with 160 inhabitants.

At a greater distance, to the left, but not seen from the line, is the small village of

### STAMULLIN,

pleasantly situated in a rich and well-cultivated district. It occupies an area of eight statute acres, and contains forty-one houses, with 198 inhabitants.

In the immediate vicinity is Herbertown, or Harbourstown, a modern mansion, handsome and spacious, situated in an extensive demesne of 400 acres, in which also there is a high tower, commanding a fine inland and sea view. It forms a conspicuous object from the sea.

Abreast of Gormanstown, the railway enters upon an embankment of limited extent, which carries it across a small valley, where it enters a cutting of considerable depth and extent through Ben-head, which juts into the sea at the right — clearing which, we arrive at

### MOSNEY,

to the left, the seat of G. Pepper, Esq.; and a fine view of the sea is obtained—the line running level with the ground on the inland side, with a sloping bank to the shore.

A stone bridge, with two arches of sixteen feet span and twenty feet high, carries the line across Mosney river, an inconsiderable stream in summer weather, but swollen to some extent in winter floods—thence alternately over small embankments, and through slight cuttings, the line reaches the

### NANNY WATER,

a fine trout stream, which has its source near Navan, and flows through a peculiarly rich and picturesque country.

It is crossed by a solid embankment, in the middle of which is a viaduct of timber 304 feet in length. From this point the view up the valley of the Nanny is exceedingly beautiful. The banks are steep; and on the south side a partial view is obtained of the

### CASTLE OF BALLYGARTH,

towering among the trees. It is the residence of Colonel Pepper, whose ancestor received it and the adjacent estate in grant from Charles the Second. It is picturesquely situated in a demesne of 490 acres, in which are the ruins of an old church.

It is here the scene is laid in that most humorous and amusing play, *The White Horse of the Peppers*, which was rendered so popular in this country, as well as in Great Britain and Ameriea, by the superb acting of the inimitable Power.

Clearing the Nanny Water, the line immediately reaches the station of

### LAYTOWN,

which in olden time was a sea-port of some note; as we find it mentioned about the year 1534, in company with Dublin, Drogheda, and Dundalk, as a port at which ships were accustomed to discharge.

Indeed at a much earlier period this must have been a port of considerable importance. Illicit commerce was in the reign of Edward the Third carried on to a great extent; and about the year 1373, measures were adopted to prevent the exportation of gold, silver, horses, corn, &c. without the payment of duty from this among the other ports along the eastern coast.

It is now, however, only a small hamlet. Leaving the Laytown station to the left, is

### **JULIANTOWN,**

a small village, occupying six statute acres, with twenty-four houses, and 130 inhabitants. It is not seen from the line, and is principally remarkable for a signal defeat sustained here by the royal forces in the civil war of 1641. "So many," says the account, "were shot in the river—the Nanny—that the water was all red with their blood." Large quantities of human bones, with fragments of armour, &c. are to this day found in the neighbourhood.

Proceeding through a slight cutting, we pass Ninch House, to the left, and gaining the level, stop at the station of

### **BETTYSTOWN,**

or, more anciently, Betaghstown, the small village of which name is pleasantly situated on the sea shore.

It has peculiar advantages as a bathing place. There is a large extent of fine sandy beach; and it is a favourite resort in the summer season.

A comfortable hotel has recently been erected here; and now that this railway facilitates intercourse so much, this village will no doubt considerably improve.

It is the property of R. Shepheard, Esq., whose seat is in the immediate vicinity.

To the left is

### **PILTON HOUSE,**

the residence of Thomas Brodigan, Esq., whom we have already

mentioned as having first called public attention to the formation of this railway.

It is a fine mansion, beautifully situated in a demesne of 200 acres, laid out with great taste and effect, but not seen to advantage from the line.

The sea view all along this portion of the line is exceedingly grand and beautiful. Indeed, from Skerries to this point a succession of prospects are presented, which for richness, diversity, and picturesque beauty, cannot be surpassed.

Passing on to the right, lies

### COLPE,

a small hamlet; but the parish contains some most interesting memorials of the past. The church, a neat edifice, is seen from the line.

Adjoining it is an ancient rath. This parish is said to have derived its name from Colpa, one of the sons of Melesius, who was drowned at the entrance to the Boyne, and was buried in the rath just mentioned.

St. Patrick landed here, and thence proceeded to the seat of the Irish kings at Tara. On the invasion of the Danes, this district was repeatedly ravaged. In 1641, there was an old castle at Colpe, which was the scene of some skirmishing between the royalists and the insurgents.

Further to the right, and situated near the shore, is

### MORNINGTON,

the ancient seat of the Wellesley family. It was formerly called Marinerstown. There are some interesting ruins in this locality.

Exactly opposite, on the beach, at the entrance to the Boyne, stands the

### MAIDEN TOWER,

which from the sea forms a most conspicuous landmark.

It was erected in the reign of Elizabeth, and is about 60 feet in height, 12 feet square, and on the top is an embattled terrace, which is gained by an ascent of 55 very narrow stone steps inside the tower. It commands a most extensive view, as well inland as along the coast; taking in the Mourne Mountains on the north, and Bray Head on the south.

Close beside this tower, is a smaller one called the "Lady's Finger." It is a solid stone structure about 40 feet high and 7 in diameter.

Both these towers were erected to improve the navigation of the Boyne, the entrance to which was infinitely more difficult of access formerly than at present.

From Colpe, the railway enters a deep cutting, emerging from which the view at left and a-head is exceedingly fine—and the line, taking a graceful curve inland, skirts the edge of St. James's Hill, and, entering on an embankment, in a moment we gain elevation sufficient to command an enchanting view of .

— “the rich vale, where, in delightful stream,  
The Boyne, the darling of the ocean, flows,”

and the ancient, time-honoured town of Drogheda bursts full in sight; but ere the eye has time to take in the multitudinous objects that fill the prospect, the train reaches the terminus and they are excluded from our view.

## DROGHEDA.

Drogheda is one of the most ancient and remarkable towns in Ireland, and connected with the leading events in Irish history. Its situation as a sea port, on a noble river, four miles from the sea, brought to it great advantages, while its position as a connecting link between the north and east of Ireland, made it always a desirable acquisition to the contending parties.

It is in the county of Louth, lying fifty-seven Irish miles south by west from Belfast, and twenty-three north from Dublin, and within the Municipal boundary contains a population of 17,300, with about 6000 in the suburban district. The erection of a bridge in early times over the river Boyne, which flows through it, gave it the name of Drogheda, *Droighad* signifying a bridge in Irish.

In HOLINSHED, Drogheda is accounted “the best towne in Ireland, and truely not far behind some of their cities.”

“The one moietie of this towne is in Meath, the other planted in on the further side of the water in Ulster.

“There runneth a blind prophesie in this towne that—Rosse was—Dublin is, and Drogheda will be, the best of the three.”

As a grain and provision market, Drogheda is of the first importance. The Boyne has been rendered navigable for boats of 70 tons, to Navan, whence large supplies of corn are brought for shipment.

There are cotton and flax spinning mills in full work; and also salt works, a distillery and several other manufactories. For its ale, Drogheda is famous.

Of late years a remunerative trade has been established with Liverpool, by means of steam boats that ply regularly.

The exports are about 36,000 tons, value £770,000, The imports about 46,000 tons, value £260,000.

We shall now give some brief account of its history from the time of the English invasion.

## HISTORY OF DROGHEDA UP TO THE GREAT REBELLION.

Drogheda was included in the grant of Meath, made by HENRY the Second, to that brilliant Welsh adventurer, HUGH DE LACY, but it was soon after revoked, for in 1220 the town appeared of so much importance to his successor HENRY the Third, that the castle and town were reserved to the crown, the grantee being allowed some small compensation from the Exchequer.

In 1229 this monarch conferred privileges, equal to those of Dublin, on that part of the borough which lies on the south side of the river, excluding from the charter that which lies on the Meath side, which was not so favoured. This partiality was abolished in 1247, when several immunities were granted, including the celebrated annual fair which lasted for a week. This was after extended to fifteen days. The right to elect a mayor with the power of exercising exclusive jurisdiction, was conferred on the citizens some years after.

The continued favour and protection of succeeding sovereigns, soon raised Drogheda to a level with the four imperial cities, Dublin, Waterford, Cork, and Limerick, and had it not been for the troublesome spirit of the surrounding natives, who made frequent inroads on the town, and checked its rising prosperity, it would have risen into much greater importance. A sufficient proof of the consequence attached to it, is shown by the numerous parliaments assembled there by the Lords Deputies. The most remarkable are that of 1394, when the unfortunate RICHARD the Second personally received the submission of the powerful Chiefs of Ulster—that of 1467, in which the GERALDINES were attainted, and the Earl of DESMOND brought to the scaffold;

*Drogheda  
1167*

and the most memorable of all, in the tenth year of HENRY the Seventh, when Sir EDWARD POYNINGS introduced that famous code, which in the succeeding century was the subject of so much discussion, and the consequences of which are perceptible even in our times,

### FROM THE GREAT REBELLION OF 1641 TO THE REVOLUTION.

The Northern Irish, commanded by Sir PHELIM O'NEIL, attacked Drogheda very soon after the outbreak of the rebellion. They consisted of 20,000 men, and at Julianstown bridge, three miles to the south-east of the town, defeated a small detachment of infantry and cavalry, sent from Dublin to the relief of the town. Sir PHELIM immediately invested it, and from the want of supplies, the inhabitants suffered great distress. The Earl of ORMONDE, Royalist General, marched to its relief, and the insurgents raised the siege, when, after committing the government to Sir ARCHER ASTON, he proceeded towards Dublin, after which he fought and lost the battle of Rathmines. CROMWELL marched against Drogheda in 1649, with 10,000 men, and after a siege of two days, made a practicable breach, which he twice sought to enter, and was gallantly repulsed. The third was more successful. He carried the town at the head of his troops, and the enormity of his conduct towards the devoted inhabitants has passed into a proverb. For five days the carnage was incessant, and very few survived the hideous massacre.

### THE REVOLUTION OF 1688.

On the landing of King WILLIAM, Drogheda was garrisoned by the troops of JAMES the Second, where that unfortunate monarch

*truly bad*

also found refuge. On the 30th of June, 1690, WILLIAM drew up his army within sight of the town, while JAMES's army, commanded by the Duke of BERWICK, the Earl of TYRCONNELL, and SARSFIELD, stretched in two lines to the west of the town, along the Southern Bank of the Boyne. At Oldbridge, 2½ miles from Drogheda, WILLIAM had a narrow escape from a ball, which struck him on the right shoulder. On the 1st of July the right division of the English army crossed the Boyne, below Slane, after a short resistance. The central column, composed of the Dutch Guards, Enniskilliners and Brandenburgers, were received with more vigour. They were attacked, after crossing the river at Oldbridge, by Hamilton's Horse, who were for a moment successful, but on wheeling through the Village, were cut down by the Dutch Guards. On this occasion the Duke of SCHOMBERG was killed accidentally by his own troops, the French Huguenots, and also the Rev. GEORGE WALKER, so famous for his defence of Londonderry.

The battle lasted for an hour, when the Irish retreated to Donore, and waited for WILLIAM who, crossing the river above Drogheda, advanced to meet them; the Irish charged him boldly, and beat back the English Cavalry. They were soon supported by the Dutch and Enniskilleners, but the Irish in the presence of, but not animated by, their Sovereign, maintained the conflict with intrepid bravery. They at last gave way, and retreated in good order through the pass of Duleek. In this battle the Irish lost 1,500 men, WILLIAM about half that number. On the following day Drogheda was summoned to surrender. A capitulation on pardonable terms was offered and accepted, and Lord IVEAGH's men, without their arms and ammunition, marched out, when CULT's regiment entered and took possession.

Such are the principle circumstances connected with the early history of Drogheda, necessarily compressed into a very narrow space. We shall now proceed to notice other matters of interest, illustrative of its history and antiquities.

## MAGDALENE'S STEEPLE.

As the tourist enters Drogheda, on the Northern side, he is struck with the remains of a lofty square tower, of beautiful proportions and elegant architecture. This is Magdalene's Steeple, or the remains of a Dominican Convent, founded in 1224, by Lucas De Netterville, Archbishop of Armagh, and suppressed with the depopulation of the Abbeys in the reign of Henry the Eighth. The original structure must have been inferior to few in that day in architectural magnificence. The tower, the sole remaining relic, rests on a Gothic arch which scarcely seems able to support the weight. Immediately above the arch are two chambers, with eight windows, two on each side, carved with beautifully cut stone, and highly ornamented. There is a stone stair-case winding up on the outside. After so many years of battle and storm it is exceedingly well preserved; and were it not for a chasm on the eastern side, towards the top, which Cromwell's cannon effected, would be perfect in appearance.

In the hall of this church, as was observed elsewhere, the Irish Kings, O'Neill, O'Hanlon, O'Donnell, and M'Mahon, made submission to Richard the Second. "Every one of them," says Sir James Ware, "laid aside his cap, belt, and skeyne, and kneeling down before the King, put both his hands, joined between the King's hands, and repeated his words of submission and fealty in the Latin tongue." Another pleasing incident is related by one of our ancient chroniclers in connexion with the Convent. The North and South sides of the town were engaged in constant disputes, often ending in bloodshed. Father Philip Bennett, a Prior of St. Mary's, invited the quarrelsome citizens to hear a lecture on the text, "Behold how pleasant it is for brethren to

dwell together in unity." Having asked whether they would be united, a worthy Alderman Simcock gave the response " we will," and so well pleased was Henry the Sixth with the newly knit amity, that he increased their immunities by charter, and the first mayor of the new corporation was the respondent Alderman Simcock.

The body of the Earl of Desmond was interred in this church, and a monument and statue erected to his memory, which was afterwards removed to Christ's Church, Dublin, in lieu of that of Strongbow, destroyed by the falling-in of the roof in 1570.

Magdalene's Steeple is one of the most imposing objects in the neighbourhood of Drogheda, standing with its solid and antique grandeur in powerful contrast with the miserable sheds which surround it.

#### ST. MARY'S CHURCH.

The church from which the present derives its name, was founded so far back as the reign of Edward the First, and dedicated to St. Mary, of Mount Carmel. The original building was demolished by Cromwell's cannon, and the only remains are the bare walls of some small building connected with the convent to the eastward of the present church, and the foundations of the old tower. The present St. Mary's is a plain building, with no very strong architectural claims, but well adapted for the use of the parishioners.

In the old church-yard are the remains of a platform from which Cromwell worked his guns in the storming of 1649, and breached the town wall, which remains in the same state. In his despatch to the Parliament, Oliver thus narrates—" The place chosen to storm them was that part of a wall next a church called

St. Mary's, which was the rather pitched upon, because we did hope, that if we did enter and possess that church, we should be the better able to keep it against their horse and foot. The enemy made six entrenchments, three of them from the said church to Duleek Gate, and three eastward to the town wall. The guns after some two or three hundred shot, beat down the church tower, and opened two reasonable good breaches on the town wall."

#### OTHER INTERESTING OBJECTS OF ANTIQUITY.

The steeple of the Augustinian priory may still be seen on the north of the river. History or tradition ascribes its foundation to St. PATRICK, where he is said to have baptized his first converts. It certainly bore his name up to a late date.

St. MARY's Hospital, founded in the thirteenth century, for sick and infirm persons,—the priory of St. LAWRENCE, and the GREY friary, with the smaller foundations of St. JAMES and St. BENNET.

On the south side of the river was the hospital of St. JOHN, founded by HUGH DE LACY. All these have ceased to exist, or are traceable only by the most trifling remains; but in a summary of the antiquarian history of Drogheda, it may not be unnecessary or uninteresting to refer to them.

There is also a very old baptismal fount, once the property of St. PETER'S Church, a very beautiful specimen of ancient art, which lay long in mouldering obscurity, until it was recovered by the industry of a zealous Irishman, and added to the antiquities of the country.

On the opposite side of the Boyne, towards the sea, is

#### BEAULIEU,

The seat of the Rev. ALEXANDER J. MONTGOMERY, embosomed in venerable trees. This estate was granted to Sir HENRY

TICHBURNE, in the year 1641, while commanding the forces at the siege of Drogheda, "for his services in those parts."

The house was erected by Sir HENRY's son, the first Lord Ferrard; the title is now extinct, and the property has descended to its present possessor by the female branch of the family. The hall is reckoned one of the finest in the kingdom, and amongst the family pictures is one, painted on wood, of the the Town of Drogheda, as it appeared shortly after the siege.

### THE ARMS OF DROGHEDA.

The arms of the borough attest more than the remains of her antique walls and buildings, its ancient strength and importance. They consist of two towers, with an intervening arch. From the summit of the towers float two small flags—in the language of heraldry, "pennons gules." Behind the gate or archway, appears a ship in full sail, with St. George's ensign on the stern, on the left, three lions of England. A wreath surmounts the arms, and, on the summit a crescent, surmounted by a star. The motto is characteristic, and we trust the citizens of Drogheda will long maintain the boast of their forefathers—"Deus Presidium Mercatura Decus." God is our safeguard; Merchandise our Glory.

## HINTS TO RAILWAY TRAVELLERS.

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" Pack up your Luggage in such order that you can readily carry with you the small matters you want on your journey, or immediately on your arrival; let the rest be put in such trunks, cases, boxes, or other packages as will either effectually protect it, or show at first sight that it must be handled carefully, remembering that at Railway Stations a great deal of business must be done in a little time, and therefore, Luggage which seems able to bear it, sometimes gets rough usage.

Let your name and designation appear legibly on your Luggage; and if you wish to be safe against all chances of loss, put your name and address inside also of each package. Picture to yourself your Trunk lying on the road, left in the corner of an office, or sent out to a wrong direction, and imagine what you would then wish should be on it or in it, that it might be correctly and speedily sent to you. What you would then wish you had done, do before you start. Let the label be of a strong material, and firmly attached to the package.

Be at the Station some minutes before the time; if you do not resolve to be so, expect to see the Train on its way without you.

Get your Ticket (by paying your fare) and be careful to understand exactly how far that Ticket frees you. On some Railways you keep that Ticket to the end of your journey; on others you are called for it at starting. In either case be ready with it; remember that if you cannot produce it, you may be called upon to pay your fare again.

See where your Luggage is placed on the Carriage, and prefer that it should be on that in which you are to be seated, if practicable; see also that the Company's Ticket or Luggage Number be affixed to each package, or you may be called upon to pay the carriage of it.

Take the best care you can to prevent the necessity of your leaving the carriage before you reach the Station at the end of your journey.

Do not open the carriage doors yourself, and do not at any Station, except those where Refreshments are provided, attempt to leave the carriage for any reason whatever, without the knowledge of the Conductor, lest you be injured by some accident, or left behind.

Neither smoking nor dogs are allowed in the carriages; the latter are conveyed under proper arrangements, and at a small charge, which may easily be learned at each Station.

Children under ten years of age are conveyed at half price; only infants unable to walk are carried without charge.

Invalids and decrepid persons commonly receive very considerable attention from the persons employed at the Stations and on the Line, but they must calculate on none which would materially interfere with the general working of the establishment, except they have expressly applied for and been assured of it beforehand.

Carriages of various kinds, special and public, suitable to the different localities, will be found at both the termini, and at nearly all the Stations.

On change of Carriage, or leaving the Train, be careful to see what becomes of your Luggage.

Each person employed on the Line has a distinguishing mark on the collar of his coat; if you have any complaint to make, write to the Secretary, designating the offender by his number.

Railway servants are enjoined to the observance of civility and attention to all Passengers, and they usually fulfil those duties very cheerfully when treated with common propriety. They are forbidden to receive any fee or gratuity."—*Railway Bell*.

## HAMPTON DEMESNE.

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PERSONS DESIROUS OF PERMISSION TO  
WALK THROUGH THE

Pleasure Grounds of Hampton,

ARE REQUESTED TO APPLY FOR ADMISSION AT  
JAMES ALLEN'S LODGE.

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The Demesne is open to Visitors on Sundays, but  
Mr. HAMILTON requests that Arrangements may not  
be made for Dining, or Pic-Nic Parties, on that day.

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## MALAHIDE DEMESNE.

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### The Castle and Grounds

Are Open to Visitors daily (Sundays excepted) from 10  
o'Clock, A.M. to 1 o'Clock, P.M., and from 2 o'Clock,  
P.M. to 4 o'Clock, P.M.



CHEAP AND EXPEDITIOUS TRAVELLING.

THE facility of communication between Dublin and the North of Ireland being so much promoted by means of the Drogheda Railway, the Coach Proprietors being determined to carry into effect the accommodation thus afforded, have made Arrangements to supply a sufficient number of Conveyances in conjunction with the Drogheda and Ulster Railways, and thereby to maintain a Speedy and Cheap Communication between Dublin and Belfast, and the Intermediate Towns, as well as those places not in the direct line between them. For this purpose the Proprietors have made the following Arrangements.

*THE DUBLIN AND BELFAST DAY MAIL.*

At the usual Hours, and by the same Route, but at Reduced Fares.

*FAIR TRADER COACH.*

Daily, (Sundays excepted) leaving Drogheda on the Arrival of the Eight o'Clock Morning Train from Dublin. From Portadown on the Arrival of the Eight o'Clock Morning Train from Belfast, to meet the Five o'Clock Evening Train for Dublin.

*PORTRADOWN CARAVAN.*

Daily (Sundays excepted) from Drogheda on the Arrival of the Six o'Clock Morning Train from Dublin, and from Portadown on the Arrival of the Ten o'Clock Morning Train from Belfast, to meet the Eight o'Clock Evening Train for Dublin.

*NEWRY LARK.*

Daily (Sundays excepted) from Drogheda on the Arrival of the Two o'Clock Afternoon Train from Dublin. From Newry at Six o'Clock in the Morning, to meet the Eleven o'Clock Train from Dublin.

*DUNDALK CAR.*

Daily from Drogheda, on the Arrival of the Five o'Clock Evening Train from Dublin. From Dundalk at Five in the Morning, to meet the Eight o'Clock Train for Dublin.

*ARMAGH COACH,*

By Castleblaney. From Drogheda on the Arrival of the Eight o'Clock Morning Train from Dublin, on Mondays, Wednesdays, and Fridays. From Armagh at half-past Nine in Morning of the alternate Days, to meet the Five o'Clock Evening Train for Dublin.

*OMAGH COACH.*

From Drogheda on the Arrival of the Eight o'Clock Morning Train from Dublin on Tuesdays, Thursdays, and Saturdays. From Omagh at Six in the Morning of the alternate Days, to meet the Five o'Clock Evening Train for Dublin.

*CARRICKMACROSS CAR.*

Daily from Drogheda on the arrival of the Five o'Clock Evening Train from Dublin. From Carrickmacross to meet the Eleven o'Clock Train for Dublin.

Seats secured at the Coach Offices, IMPERIAL HOTEL, SACKVILLE-STREET, and LONDONDERRY HOTEL, BOLTON-STREET, Dublin.  
Imperial Hotel Coach Office.—20th June, 1844.

## *Advertisements.*

MALAHIDE HOTEL,  
UNDER THE MANAGEMENT OF E. LEIGHTON, LATE OF THE  
IMPERIAL HOTEL, SACKVILLE-STREET, DUBLIN.

THE Proprietor begs respectfully to acquaint the Nobility, Gentry, his Friends, and the Public, that this Extensive Hotel is now ready for the Reception of Families, Boarders, and Casual Visitors, and amongst a variety of other Accommodation, contains Billiard Tables, Hot and Cold Baths, Water-closets, &c. For comfort and convenience as a Bathing Place, it cannot be excelled. The extensive Coffee Rooms and Saloons are open to the Public, and Snacks, Dinners, Refreshments, &c., ready at a moment's notice.

The Proprietor (who has had great experience) pledges himself that the Accommodation afforded at this Establishment, shall be of the first rate order, and the Charges Moderate.

ROOM PAPER IN GREAT VARIETY.  
REDUCED PRICES  
AT THE MANUFACTORY OF  
WILLIAM PERRIN, 39, LOWER SACKVILLE-STREET,  
DUBLIN.  
HOUSE PAINTING ON MODERATE TERMS.

LUKE NAGLE,  
GROCER, SPIRIT, AND WINE MERCHANT,  
25, North Earl-street, Dublin,

R espectfully takes leave to intimate to the Visitors and Resident Gentry of Malahide and its Neighbourhood, that he carries on the above Business in Malahide, quite contiguous to the Railway Station, where every Article in the Groceries and General Business, may be had on the same Terms as at any Respectable House in the City of Dublin.

DANIEL PALLIN,  
COAL MERCHANT, WAX AND TALLOW CHANDLER,  
21, North Earl-street,

A FEW Doors from the Railroad Office, Imports and offers for Sale, Wigan, Whitehaven, and all other Descriptions of Coals; also every Article in the Chandlery Line, of the Best Description, and at the Lowest Prices.

N. B.—Agent to the Newton Window Glass Company, Office and Stores, No. 102, Abbey-street, Late 99.

JONES'S HOTEL,  
UPPER SACKVILLE-STREET, DUBLIN.

W. G. JONES,  
(LATE OF THE SPADACCINI,)

R ESPECTFULLY informs his Friends and the Public, that he has Removed to the ALBERT HOTEL, 48, Upper Sackville street, where they will find Comfort, Attention, and Elegant Accommodation, with Moderate Charges.



**JOHN ASKEN,**  
MANUFACTURING SILVER AND GOLD SMITH, WATCH-  
MAKER, JEWELLER,  
AND  
**IMPORTER OF SHEFFIELD PLATED WARE,**  
No. 10, Upper Sackville-street,  
(Nearly opposite the Bilton Hotel,)

R EPECTFULLY takes leave to Acquaint the Nobility, Gentry, his numerous Friends, and the Public, that he carries on the above Business in all its Various Branches, and hopes from his Experience, together with the advantage of having Conducted the Business of some of the First Houses in Dublin, to obtain a share of Public Patronage, which it shall at all times be his study to merit.

All Orders with which he may be favoured, punctually attended to.

As his Stock consists of First Class Goods only, a discerning Public will, he flatters himself, find it their advantage to purchase at this Establishment.

He has now ready for Inspection the following Articles, which will be found of the best Manufacture, and at Moderate Prices :—

Ladies' and Gentlemen's Gold and

Silver Watches.

Ditto Geneva do.

Ditto Guard and Neck Chains.

Fine Gold Suits, Rings, Pins,

Far-rings, Brooches, Lockets,

Eye-glasses, Pencil Cases,

Drop Chains, Seals, Keys, &c., &c.

BEST SHEFFIELD PLATED WARE, WITH SOLID SILVER EDGES

AND SHIELDS, &c.

COMPRISING .

Meat Covers and Venison Dishes.

Side Dishes and Covers to make

Eight occasionally.

Soup and Sauce Tureens.

Wine Coolers, Epergnes and Pla-  
teaus.

Coasters, Mugs, Vegetable Dishes.

Knife Baskets.

Silver Plated and Desert Knives and Forks, in Mahogany Cases, con-  
taining Twelve and Eighteen Pair.

Arms, Crests, Mottos, &c., Engraved on Stone or Plate.

The Highest Price allowed for Old Gold, Silver, Watches, Diamonds  
&c., in Cash or Exchange.

Plate, Jewellery, Watches, and Clocks, Punctually and Carefully  
Repaired by Home and Foreign Workmen.

House and Office Clocks ready and made to Order. 10, Up. Sackville-st.

SOLID SILVER Tea Sets,  
Table and Desert Forks,  
Spoons, Ladles, and Fish Knives,  
Salt Spoons,  
Snuff and Scent Boxes,  
Racing and Presentation Plate.  
Fruit Knives, Butter do.  
Pickle Forks, Thimbles, &c., &c.

WITH SOLID SILVER EDGES

Bread and Cake Baskets,  
Spirit, Cruet, and Egg Frames,  
Tea Pots, Coffee, do., Bowls and  
Ewers,  
Branches and candlesticks,  
Snuffers and Trays,  
Tea Urns and Kettles.

*Advertisements.*

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C. HAMILTON,  
SADDLER AND HARNESS MAKER  
TO HIS EXCELLENCY EARL DE GREY.

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C. HAMILTON begs leave to return his most grateful thanks to the Nobility and Gentry of Ireland, for their kind Patronage and Support for upwards of Twenty-five Years.

It is a pleasing reflection to him, that for such a lengthened period he has been considered deserving of Confidence and Encouragement, and he trusts by his untiring exertion, and strict punctuality, to merit that preference he will be always proud to deserve.

Being constantly supplied from the First Houses in England, he is at all times provided with the Newest and most Approved Patterns of Saddlery, Harness, &c., &c., and which he is determined to dispose of at the very lowest remunerating profit.

C. H. begs leave to state, that he is appointed Sole Agent for the sale of Mr. Bencraft's Saddle, now so much esteemed in England and Scotland for its superior advantages over the ordinary Saddle.

Original Letters and Testimonials addressed to the Inventor from many Noblemen and Gentlemen, who have practical experience of his Saddle, may be seen if required.

A large Assortment of Hunting and Side Trees, with the Springs attached, have just arrived, and any Orders forwarded can be executed without delay, in a manner calculated to give the most perfect satisfaction.

27, Lower Sackville-street.

C. HAMILTON,  
Agent for Ireland.

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TO BE LET,  
BY THE YEAR, OR ON LEASE,

A FEW Six and Four Roomed Houses, in Richmond-street, Mount Joy-square, and Summer-street, North; they have good Basement Stories, Gardens, &c., and will be let on Moderate Terms to Respectable Tenants.

Apply to M. CLARKE, 9, Richmond-place, Mount Joy-square.

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JAMES WALSH,

19, LOWER SACKVILLE-STREET,

(*Within One Door of the Imperial Hotel,*)

GLOVER, PERFUMER, AND OUTFITTER,

BEGS to Inform the Nobility and Gentry, that he is constantly supplied with every Article in the above Line, of the Best Description, and which he will dispose of at the Lowest possible Prices.

J. W. has at present a very superior Stock of Walking Sticks and Dress Canes, Imported from the First London Manufacturers; Sword and Dart Sticks; Protectors, &c., &c.

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WILLIAM BURNETT,  
VICTUALLER,

No. 1, Coles-lane Market, Dublin.

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BEEF, Mutton, and Veal as in Season, of the Primest Quality, forwarded on the shortest notice, to any of the Stations along the Line from Dublin to Drogheda.

## Advertisements.

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### EDWARD REGAN'S FRUIT, LIQUEURE, AND ITALIAN WAREHOUSE, 15, Lower Sackville-street, Dublin.

EDWARD REGAN,—Son of the late John Regan of College-green, Fruiterer to Her Majesty, to his Excellency the Lord Lieutenant, the Chief Secretary, the Commander of the Forces, &c.,—begs most respectfully to acquaint the Nobility, Gentry, his Friends, and the Public, that he has removed his Establishment from No. 16, College-green, to the extensive Premises, No. 15, Lower Sackville-street, (*within a Few Doors of the Imperial Hotel,*) and trusts, by unremitting attention to business, he will be honored with the same kind support and patronage his Father received for the last Forty Years.

E. Regan respectfully Solicits an early Inspection of his Stock of Genuine Foreign Liqueures, Brandies, Crystallized, Dried, and Preserved Fruits, Sardines, Oils, &c., Imported direct from the First Houses on the Continent; also, his Stock of Home and Foreign Fruits, Pickles, Sauces, &c., &c., all of the Finest Quality, and which he will dispose of on the most reasonable Terms.

◆ Pine Apples constantly in succession, Melons, Peaches, Nectarines, Apricots, Cherries, Plums, and Grapes, the earliest in the Season.

15, Lower Sackville-street.

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### HOWTH OYSTERS.

FROM and after the First of September next, the Proprietor of the Howth Oyster Beds, at the suggestion of several influential Families living contiguous to the Dublin and Drogheda Line of Railroad, will be ready to supply at One Hour's notice, at Dublin Prices, and Carriage Free, small Barrels containing 100 Oysters, picked and packed Fresh from the Beds, and engaged to keep for Six Days from the time of delivery at any of the Stations along the Line. Orders directed to Mr. Hogan, Fair View Avenue, Clontarf Station, Immediately Attended to, and Carefully Despatched.

These Unrivalled Oysters will be sent to any part of the United Kingdom, on application as above, and Payment of Carriage.

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### TO CARVERS, GILDERS, PAINTERS, BOOK-BINDERS, &c.

SEYMOUR'S best London GOLD LEAF may be had at 24, Lower Sackville-street, Dublin.—N. WALSH, AGENT.



**CHEAP AND EXPEDITIOUS TRAVELLING  
IN CONJUNCTION WITH THE  
DROGHEDA RAILWAY,  
FROM THE  
COACH OFFICE, No. 6, BOLTON-STREET.**

WHERE Tickets for Drogheda, per Railway, are issued, and Seats ensured by all the Northern Day Coaches, without risk of disappointment, as the Railway Omnibus attends each Train to and from the above Office, Free of Expense, in order to accommodate not only the Railway Passengers between Dublin and Drogheda, but also those who book all the way for the following Places, viz.:—

Dundalk, Castlebellingham, Dunleer, or Drogheda,	
Navan, Slane, Duleek,	do.
Carrickmacross, Ardee, Collon,	do.
Omagh, Monaghan, Castleblayney,	do.
Belfast, Portadown. Tanderagee,	do.
Poynzpass, Newry, &c.,	do.
Dungannon Moy, Armagh, Market Hill,	do.

Mr. GOSSON begs to say there has been no change made as yet in the undermentioned Coaches—

Granard, Castlepollard, and Trim, direct,	
Kells and Dunshaughlin,	do.
Killeshandra and Oldcastle,	do.
Clones and Cootehill,	do.
Enniskillen and Lisnaskea,	do.
Belturbet. Cavan and Virginia,	do.

*Parcels Booked as usual for all the above Coaches.*

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☞ The Londonderry Hotel attached to this Establishment, continues to be conducted by MR. HICKS, who takes this opportunity of returning Thanks for past Favours, and pledges himself to the same Unremitting Attention and Moderate Charges as heretofore.

*Advertisements.*

**HAMILTON'S**  
COMMERCIAL AND FAMILY HOTEL,  
AND  
CONFECTIONARY,  
NORTHUMBERLAND BUILDINGS, DUBLIN.

THE Tavern and Coffee Rooms down stairs, and at the back of the Confectionary Department, continue to be supplied with every delicacy in season that the Dublin Markets can afford. The Wines, Spirits, Liqueurs, &c., are of the Choicest-Quality, and at the most Moderate Charges.

All the London and Dublin Newspapers received regularly, and every Accommodation and Information required by Strangers, obtained at this Establishment.

The charge for Beds, from 1*s.* to 1*s. 6d.*, per Night, embracing Comfort and Economy.

PATRONISED BY THE NOBILITY AND GENTRY.

**JOHN GEOGHEGAN,**  
PERUKE MAKER, AND HAIR DRESSER,  
No. 19, LOWER SACKVILLE-STREET,  
*Opposite the Post Office.*

**J. HARRIS,**  
WATCH AND CLOCK MANUFACTURER,  
No. 19, LOWER SACKVILLE-STREET, DUBLIN,

R ETURNS thanks for past Favours, and respectfully Solicits a continuance of the Patronage of his Friends and the Public.

**NOTICE OF REMOVAL.**

**ASKEN,**

SHIRT MAKER, HOSIER, AND MILITARY GLOVER,

R EPECTFULLY begs to intimate to those Noblemen and Gentlemen who patronized his Establishment, that he has Removed to No. 96, Grafton-street, directly opposite his former Residence, and corner of Wicklow-street, where he solicits a continuance of that kind support which he gratefully acknowledges.

*June, 1844,*

96, Grafton-street.

*Advertisements.*

# DUBLIN AND DROGHEDA RAILWAY.

This Important Facility and rapid Movement for Travellers being now in full Operation, the Public Attention is Solicited to the combined Accommodation afforded at

## THE NORTHUMBERLAND BUILDINGS,

not more than Three Minute's walk from the Dublin Terminus, which may be considered near the heart of the City, and close to the Custom House, in which are the following Public Departments :—

The Customs, Excise, Stamps, Public Works,	Poor Law Com- missioners, Emigration, Records,	Shannon Navigation, Woods and Forests, Accountant-General, Revenue Police.
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The Plan and Arrangement of the Establishment being somewhat different from others, it is desirable that it should be understood that the several Departments are distinct, yet convenient to each other, and comprise—

### HOTEL OR BED-CHAMBERS.

### COMMERCIAL ROOM,

where Appointments may be made for Meeting.

### COFFEE-HOUSE AND TAVERN.

### CHOP-ROOMS AND CONFECTIONARY.

### READING-ROOM,

in which One Hundred different Newspapers and Periodicals are taken.

### BATHS,

of Various Kinds.

Thus Persons coming off a Journey can have the Refreshment of a Warm Bath at a moment's notice, and their Bed adjoining; whilst others who require to be in Dublin for only a Few Hours, can have a Stopping-place and Refreshments as they may wish, close to the Railway.

The Scale of Charges in all the Departments are Moderate:— Warm Bath 1s. to those stopping in the Hotel; Beds 1s. 6d.; and every thing else in the same proportion.

Beresford-place.—20th June, 1844.



